(12)

DEPARTMENT OF THE AIR FORCE

JUSTIFICATION OF ESTIMATES FOR FISCAL YEAR 1985
SUBMITTED TO CONGRESS FEBRUARY 1984

Aircraft Procurement, Air Force

DEPARTMENT OF THE AIR FORCE

AIRCRAFT PROCUREMENT, AIR FORCE

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AIRCRAFT PROCUREMENT, AIR FORCE

For construction, procurement, and modification of aircraft and equipment, including armor and armament, specialized ground handling equipment and training devices, spares parts, and accessories therefor; specialized equipment; expansion of public and private plants, Government-owned equipment and installation thereof in such plants, erection of structures, and acquisition of land, for the foregoing purposes, and such lands and interests therein, may be acquired, and construction prosecuted thereon prior to the approval of title; reserve plant and Government and contractor-owned equipment layaway; and other expenses necessary for the foregoing purposes including rents and transportation of things; $28,676,500,000, to remain available for obligation until September 30, 198[illegible] U.S.C. 3109; 10 U.S.C. 2271-79; 2353, 2386, 2663, 2672, 2672a, 8012, 8062, 9501-02, 9505, 9531-32, 9741-42; 31 U.S.C. 6[illegible]718; 50 U.S.C. 451, 453, 455; Department of Defense Appropriation Act, 1984, additional authorizing legislation to be proposed

3010F Aircraft Procurement, Air Force — 01 Feb 84
Program and Financing (in Thousands of dollars) — FYP SUMMARY

Identification code 57-3010-0-1-051	Budget Plan (amounts for actions proposed) 1983 actual	1984 est	1985 est	Obligations 1983 actual	1984 est	1985 est
Program by Activities						
Direct Program						
1 Combat aircraft	8,286,100	10,202,000	13,689,800	7,847,860	8,906,536	11,847,240
2 Airlift aircraft	1,116,000	1,818,000	2,154,800	720,902	1,342,347	2,029,788
3 Trainer aircraft		8,600	128,700		4,250	98,069
4 Other aircraft	173,800	172,400	249,900	192,498	177,790	77,283
5 Modification of inservice aircraft	2,462,900	2,626,310	3,342,100	2,241,919	2,732,964	3,342,017
6 Aircraft spares and repair parts	3,328,400	4,809,400	5,990,200	3,258,575	4,887,711	6,490,334
7. Aircraft support equipment and fac	1,731,100	2,282,000	3,103,700	1,838,184	2,184,767	3,147,698
Total direct program	17,297,900	21,387,710	28,678,900	16,187,917	20,018,495	29,788,377
Reimbursable program	309,248	275,020	270,020	193,789	380,151	282,958
10.0001 Total Obligations	17,607,148	21,662,730	28,959,920	16,380,782	20,398,936	27,648,935
Financing:						
Offsetting collections from:						
11.0001 Federal funds(-)	-54,939	-25,900	-30,500	-44,882	-30,500	-30,900
12.0001 Trust funds(-)	-254,030	-212,020	-213,020	-300,089	-912 020	-913,020
14.0001 Non-federal sources(-)	-259	-27,500	-29,900	-838	-27,500	-29,908
17.0001 Recovery of prior year obligations(-):				-230,881		
Unobligated balance available, start of year:						
21.4002 For completion of prior year budget pla				-4,864,782	-8,881,906	-7,349,900
21.4003 Available to finance new budget plans	-170,000	-323,100		-170,000	-323,100	
21.4007 Reprogramming from or to prior year budget	-119,839					
22.4001 Net unobligated balance transferred	19,871			19,871		
Unobligated balance available, end of year:						
24.4002 For completion of prior year budget pla				8,881,806	7,349,900	8,212,488
24.4003 Available to finance subsequent year bu	323,100			323,100		
25.0001 Reappropriation	257,388	323,100		257,388	323,100	
39.0001 Budget authority	17,609,100	21,387,710	28,678,500	17,608,100	21,387,710	28,678,500
Budget authority:						
40.0001 Appropriation	17,643,500	21,060,110	28,678,500	17,643,900	21,060,110	28,678,500
40.0101 Appropriation rescinded (Statutory cita	-185,000			-188,000		
40.0002 Reduction pursuant to P.L. 97-377	-101,100			101,100		
41.0001 Transferred to other accounts(-)	-119,300	-19,500		-119,300	-19,500	
43.0001 Appropriation (adjusted)	17,438,100	21,044,610	28,678,500	17,438,100	21,044,610	28,678,500
60.0001 Reappropriation	170,000	323,100		170,000	323,100	
Relation of obligations to outlays:						
71.0001 Obligations incurred, net				15,999,818	20,123,618	26,789,915
72.4001 Obligated balance, start of year				13,929,937	17,498,365	23,771,101
74.4001 Obligated balance, end of year				-17,498,365	-23,771,101	-32,880,718
77.0001 Adjustments in expired accounts				804		
78.0001 Adjustments in unexpired accounts				-230,801		
90.0001 Outlays				11,799,713	13,818,900	17,680,330

3010f Aircraft Procurement, Air Force
Object Classification (in Thousands of dollars)

01 Feb 84

Identification code 57-3010-0-1-051	1983 actual	1984 est	1985 est
Direct obligations			
13 1001 Equipment	16,157,017	20 018 485	26,786 377
19 9001 Total Direct obligations	16,157,017	20,018 485	26,786 377
Reimbursable obligations			
23 1001 Equipment	193,765	380 151	262,558
29 9001 Total Reimbursable obligations	193,765	380,151	262,558
99 9901 Total Obligations	16,350,782	20,398 636	27,048,935

3010 Aircraft procurement, Air Force — 01 Feb 84
Program and Financing (in thousands of dollars) — FISCAL YEAR 981

		Budget Plan (amounts for actions programmed)			Obligations		
Identification code 57-3010-0-1-051		1983 actual	1984 est	1985 est	1983 actual	1984 es	1985 est
	Program by Activities						
	Direct Program						
	1 Combat aircraft				268,356		
	2 Airlift aircraft				519		
	4 Other aircraft				6,456		
	5 Modification of inservice aircraft				198,927		
	6 Aircraft spares and repair parts				126,920		
	7 Aircraft support equipment and facili				92,093		
	Total direct program				693 271		
	Reimbursable program				11,046		
10 0001	Total Obligations				704,317		
	Financing						
	Offsetting collections from						
11 0001	Adjustment to prior year federal fund or				688		
13 0001	Adjustment to prior year trust fund orde				9,473		
17 0001	Recoveries of prior year obligations(-)				-56,574		
	Unobligated balance available, start of year						
21 4002	For completion of prior year budget plans				-764,845		
21 4007	Reprogramming from or to prior year budget pl	-106,838					
22 4001	Net unobligated balance transferred	19,571			19,571		
25 0001	Unobligated balance lapsing	87,368			87 368		
39 0001	Budget authority						

3010f Aircraft Procurement, Air Force — 01 Feb 84
Program and Financing (In Thousands of dollars) — FISCAL YEAR 1982

Identification code 57-3010-0-1-051	Budget Plan (amounts for actions proposed) 1983 actual	1984 est	1985 est	Obligations 1983 actual	1984 est	1985 est
Program by Activities						
Direct Program						
1 Combat aircraft				1,189,643	667,115	
2 Airlift aircraft				1,576	49,889	
4 Other aircraft				7,682	24,004	
5 Modification of inservice aircraft				264,301	280,671	
6 Aircraft spares and repair parts				604,963	459,291	
7 Aircraft support equipment and facili				413,335	87,506	
Total direct program				2,481,500	1,588,476	
Reimbursable program				51,146		
10 0001 Total Obligations				2,532,646	1,588,476	
Financing						
Offsetting collections from						
11 0001 Adjustment to prior year federal fund or				9,658		
13 0001 Adjustment to prior year trust fund orde				-61,292		
14 0001 Adjustment to non-federal sources				-273		
17 0001 Recoveries of prior year obligations(-)				-182,287		
Unobligated balance available, start of year						
21 4002 For completion of prior year budget plans				-3,899,857	-1,588,476	
21 4003 Available to finance new budget plans	-170,000	-12,900		-170,000	-12,900	
21 4007 Reprograming from or to prior year budget pl	-12,900					
22 4001 Net unobligated balance transferred	170,000	12,900		170,000	12,900	
Unobligated balance available, end of year						
24 4002 For completion of prior year budget plans				1,588,476		
24 4003 Available to finance subsequent year budge	12,900			12,900		
39 0001 Budget authority						

3010f Aircraft Procurement, Air Force
Program and Financing (In Thousands of dollars)

01 Feb 84
FISCAL YEAR 1983

Identification code 57-3010-0-1-051	Budget Plan (amounts for actions programed) 1983 actual	1984 est	1985 est	Obligations 1983 actual	1984 est	1985 est
Program by Activities						
Direct Program						
1 Combat aircraft	8 286,100			8,489,661	676,833	1 119 607
2 Airlift aircraft	1 116,000			718 107	320 333	77,560
4 Other aircraft	173 800			138,348	23 286	12 166
5 Modification of inservice aircraft	2 462 500			1 778,882	910 463	173 355
6 Aircraft spares and repair parts	3,528 400			2,526,692	754 720	246 988
7 Aircraft support equipment and facili	1 731 100			1,330,756	292,194	108,150
Total direct program	17 297 900			12 982,246	2 577 829	1 737,826
Reimbursable program	309,248			131,573	173 886	3,789
10 0001 Total Obligations	17 607 148			13,113 819	2,751 715	1,741,615
Financing						
Offsetting collections from						
11 000 Federal funds(-)	-54 939			-54,939		
13 0001 Trust funds(-)	-254,050			-254 050		
14 0002 Non-federal sources(-)	-259			-259		
Unobligated balance available, start of year						
21 10 2 For completion of prior year budget plans					-4 493,330	-1 741 615
21 40 3 Available to finance new budget plans		-310 200			310 200	
22 4 21 Not unobligated balance transferred	170 000	310,200		-170,000	310 200	
Unobligated balance available, end of yer						
24 4302 For completion of prior year budget plans				4,493,330	1 741 615	
24 4303 Available to finance subsequent year budge	310,200			310 200		
25 001 Reappropriation	170,000			170,000		
39 3001 Budget authority	17,608 100			17,608,100		
Budget authority						
4 0001 Appropriation	17 843,300			17,843,500		
4) 0101 Appropriation rescinded (Statutory citatio	-185 000			-185,000		
40 0002 Reduction pursuant to P L 97-377	-101 100			-101,100		
41 0001 Transferred to other accounts(-)	-119 300			-119,300		
43 0001 Appropriation (adjusted)	17 438,100			17,438,100		
50 0001 Reappropriation	170 000			170 000		

3010f Aircraft Procurement, Air Force — 01 Feb 84
Program and Financing (in thousands of dollars) — FISCAL YEAR 1984

Identification code 57-3010-0-1-051	Budget Plan (amounts for actions programed)			Obligations		
	1983 actual	1984 est	1985 est	1983 actual	1984 est	1985 est
Program by Activities						
Direct Program						
1 Combat aircraft		10,202,000			7,544 588	1,836,939
2 Airlift aircraft		1,519 000			1,012,125	242,810
3 Trainer aircraft		5,800			4,350	1,044
4 Other aircraft		172 400			130 500	31,320
5 Modification of inservice aircraft		2,626 310			1,961,850	470,844
6 Aircraft spares and repair parts		4,609,400			3,473,700	833,688
7 Aircraft support equipment and facili		2,252,800			1,725,067	414,016
Total direct program		21,387,710			15 852,180	3 830,731
Reimbursable program		275,020			206,265	49,504
10 0001 Total Obligations		21,662,730			16 058,445	3,880,235
Financing						
Offsetting collections from						
11 0001 Federal funds(-)		-35,500			-35,500	
13 0001 Trust funds(-)		-212,020			-212,020	
14 0001 Non-federal sources(-)		-27,500			-27,500	
Unobligated balance available, start of year						
21 4002 For completion of prior year budget plans						-5,604,285
22 4001 Net unobligated balance transferred		-323,100			-323,100	
Unobligated balance available, end of year						
24 4002 For completion of prior year budget plans					5,604,285	1,724,050
25 0011 Reappropriation		323 100			323,100	
39 0001 Budget authority		21,387,710			21,387 710	
Budget authority						
40 0001 Appropriation		21,080,110			21,080,110	
41 0001 Transferred to other accounts(-)		-15,500			-15,500	
43 0001 Appropriation (adjusted)		21,064,610			21 064,610	
50 0001 Reappropriation		323 100			323,100	

3010f Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars)

01 Feb 84
FISCAL YEAR 1985

Identification code 57-3010-0-1-051	Budget Plan (amounts for actions programed)			Obligations		
	1983 actual	1984 est	1985 est	1983 actual	1984 est	1985 est
Program by Activities						
Direct Program						
1 Combat aircraft			13,669,800			8,690,724
2 Airlift aircraft			2,154,500			1,715,318
3 Trainer aircraft			126,700			95,025
4 Other aircraft			249,500			33,777
5 Modification of inservice aircraft			3,382,100			2,737,818
6 Aircraft spares and repair parts			5,990,200			5,319,658
7 Aircraft support equipment and facili			3,103,700			2,625,500
Total direct program			28,676,500			21,217,820
Reimbursable program			279,020			209,265
10 0001 Total Obligations			28,955,520			21,427,085
Financing						
Offsetting collections from						
11 0001 Federal funds(-)			-36,500			-36,500
13 0001 Trust funds(-)			-213,020			-213,020
14 0001 Non-federal sources(-)			-29,500			-29,500
Unobligated balance available, end of year						
24 4002 For completion of prior year budget plans						7,828,436
40 0001 Budget Authority (Appropriation)			28,676,500			28,676,500

(In Thousands of Dollars)

Program Requirement - FY 86 ...	$13,076,800
Program Requirement - FY 85 ...	13,699,800
Program Requirement - FY 84 ...	10,202,000
Program Requirement - FY 83 ...	8,293,850

ACTIVITY: Combat Aircraft

PART I PURPOSE AND SCOPE

This activity provides for the procurement of new aircraft, associated flight simulation devices, and other peculiar training and support equipment for modernization of the U.S. combat forces and to improve the efficiency of training programs.

Combat aircraft are required to attain and maintain air superiority, interdict enemy supply lines, provide reconnaissance of enemy forces, and furnish close air support to ground forces. The aircraft can be used to counter a variety of threats and offer options of response ranging from the use of diversified conventional weapons through, in the case of U.S. forces, a variety of nuclear weapons.

The FY 1985 and FY 1986 programs include funds for the procurement of B-1B, F-15, F-16, Tactical Fighter Derivative, KC-10A, and MC-130H aircraft. The programs also include funds for procurement of flight simulators for F-15, F-16, and KC-10A aircraft. The B-1B, KC-10A, and F-16 requests incorporate the continuation of multiyear procurement efforts.

PART II JUSTIFICATION OF FUNDS REQUESTED

The FY 1985 and FY 1986 funding requirements for procurement of combat aircraft, related support items, and advance procurement in support of the following year's program are: FY 1985 - $13,699.8 million; FY 1986 - $13,076.8 million. Details are as follows:

B-1B (FY 1985 - 38 aircraft, $7,102.6 million; FY 1986 - 48 aircraft, $5,825.6 million):

The B-1B is a strategic multi-role weapon system which maximizes range and payload capabilities, and is able to perform the mission of conventional bomber, cruise missile launch platform, and nuclear weapons delivery system in both the tactical and strategic roles. Production of the B-1B addresses U.S. requirements to increase our targeting flexibility, to redress the relative decline of our strategic capabilities, and to revitalize our strategic deterrent. The B-1B program retains the important military characteristics of the manned bomber by modernizing the element of the strategic TRIAD capable of seeking out and destroying imprecisely-located, highly-valued targets. The combination of B-1B's higher penetrating speed, reduced radar cross-section, and advanced electronic countermeasures will make it capable of serving as a penetrating bomber well into the 1990s when the Advanced Technology Bomber is projected to become available. Additionally, introduction of the B-1B retains in one art of the

U.S. strategic forces an accurate, global, non-nuclear capability which preserves our flexibility to adapt to unforeseen contingencies with a timely and economic projection of power. The B-1B will be capable of performing the conventional bomber and cruise missile carrier mission well into the next century. This request is for the continuation of a multiyear procurement program approved by Congress for FY 1984. This multiyear procurement will generate the necessary savings to ensure that the B-1B program of 100 aircraft, related initial spares, and research, development, test and evaluation can be achieved within $20,500.0 million (FY 1981 dollars).

F-15C/D (FY 1985 - 36 aircraft, $2,052.9 million; FY 1986 - 60 aircraft, $2,820.7 million):

The F-15 is a twin engine, single crew, fixed swept wing aircraft designed specifically for high maneuverability in air-to air combat. The F-15 is the first U.S. fighter aircraft to possess a takeoff thrust-to-weight ratio greater than one-to-one. Its two Pratt & Whitney F100 turbofan engines are each capable of thrust in the 25,000 lb. class. The F-15's low wing loading, the ratio of aircraft weight to its wing area, in combination with its high thrust-to-weight ratio, enables the F-15 to turn very tightly without losing air speed. The F-15's clean wing, with inboard flaps and outboard ailerons, provides the most efficient minimum-drag configuration at high lift in the transonic speed range. The F-15 is able to reach a dash speed of Mach 2.5. It is equipped with a balanced mix of medium and short range missiles and a rapid firing 20mm cannon. The avionics system includes an advanced radar, a visual head-up display, and an automatic built-in test system. Air-to-air tasks include continental air defense, combat air patrol, escort and fighter sweeps in or out of the enemy's ground-controlled intercept environment. It has replaced the F-4E as the primary air superiority fighter in the force structure. The F-15 has the maneuverability, armament, and fire control needed to surpass the expected capability of enemy aircraft in the 1980s. In a secondary role, the F-15 has an excellent ground attack capability.

F-16C/D (FY 1985 - 150 aircraft, $3,758.0 million; FY 1986 - 216 aircraft, $4,270.1 million):

The F-16 is a single engine, lightweight, high performance, multi-mission fighter capable of performing a broad spectrum of tactical air warfare tasks. The design characteristics of the F-16 are such as to permit high sortie rates with rapid turn around, minimum manpower/logistics burden, and exceptional air combat maneuvering performance, coupled with a potent air-to-ground weapons delivery capability. The U.S. Air Force plans to buy a total of 2,651 F-16s through FY 1992 to replace aging F-4s and to modernize the Air Reserve Forces. The F-16 will also enable modernization and standardization of equipment among those allied countries which choose to replace their aging tactical fighter forces with F-16s. This request for 15[illegible] aircraft includes the fourth and final increment of the F-16 initial four-year Multiyear Procurement program. FY 1985 advance procurement funding is provided to commence a second multiyear procurement of F-16 aircraft and to initiate multiyear procurement for the simulator program.

Tactical Fighter Derivative (FY 1985 - $26.6 Million; FY 1986 - $311.8 Million):

Derivatives of the F-15 and F-16 offer significant improvement in range, payload, and the ability to operate at night and in weather on interdiction missions while retaining their capability to perform the all-weather, air superiority mission. The F-15/F-16 Derivative aircraft were evaluated for application to the air-to-surface role; flight testing was completed in mid-1983.

Cost and technical proposals were received from the contractors in December 1983. Following a design, technical, operational, and affordability evaluation, results and recommendations will be forwarded in early 1984 to Headquarters, United States Air Force for decision. Results of the evaluation will be briefed to the appropriate Congressional committees as soon as possible to support the FY 1985 Budget Request. The FY 1985 and FY 1986 funds will be used to augment either the F-15 or F-16 programs to properly fund the Fighter Derivative procurement starting in FY 1985.

KC-10A (Advanced Tanker/Cargo Aircraft) (FY 1985 - 8 aircraft, $647.0 million; FY 1986 - 12 aircraft, $507.0 million):

The KC-10A Advanced Tanker/Cargo Aircraft is a production-line McDonnell Douglas DC-10 modified only as necessary to provide an air refueling capability and to fully exploit the aircraft's cargo carrying potential. It is an aircraft of unique versatility, capable of providing both long range air refueling and airlift support. Its air refueling off- load capability will permit deployment and reinforcement of U.S. military forces without reliance on uncertain intermediate foreign basing rights. Combining its large cargo and fuel off-load potential, the KC-10A provides a capability to deploy tactical fighter forces and their support equipment simultaneously, ready to fight. Additionally, the KC-10A will significantly expand U.S. strategic airlift capacity, particularly with respect to long range movement of oversize cargo, when not otherwise involved in air refueling operations. This request is for the third increment of a multiyear procurement program for 44 aircraft.

KC-130H (FY 1985 - 5 aircraft, $92.7 million; FY 1986 - 4 aircraft, $141.6 million):

This aircraft is a medium size transport used for special tactical missions. It is powered by four T56-A-15 turboprop engines. It has a ferry range of approximately 4,200 nautical miles, a service ceiling of 35,000 feet, and a cruise speed of 290 knots. Its cargo compartment length, width and height are 41, 10, and 9 feet respectively, and can carry a payload of 30,000 pounds. The normal crew of seven consists of a pilot, co-pilot, flight engineer, one navigator, electronic warfare officer, and two loadmasters. Aircraft features include an integral ramp and cargo door, crew and cargo compartment pressurization, ground and in-flight air conditioning, thermal de-icing system, single-point refueling, and auto pilot. Additional features of this specially modified C-130 are precision navigation, terrain following radar, Electronic Counter Measures (ECM) subsystem and in-flight refueling.

	(In Thousands of Dollars)
Program Requirement - FY 86 ...	$2,520,100
Program Requirement - FY 85 ...	2,154,500
Program Requirement - FY 84 ...	1,519,000
Program Requirement - FY 83 ...	1,108,000

ACTIVITY: Airlift Aircraft

PART I PURPOSE AND SCOPE

This activity provides for the procurement of new aircraft and support items to continue improvement of the U.S. airlift forces. The FY 1985 and FY 1986 programs include funds for the procurement of C-5B and C-20A aircraft.

PART II JUSTIFICATION OF FUNDS REQUESTED

The FY 1985 and FY 1986 fund requirements for procurement of airlift aircraft, related support items, and advance procurement funding in support of the following year's program are: FY 1985 - $2,154.5 million; FY 1986 - $2,520.1 million. Details are as follow:

C-5B (FY 1985 - 10 aircraft, $2,099.4 million; FY 1986 - 16 aircraft, $2,452.6 million):

The C-5 is a service-proven, wide-bodied, intertheater airlift aircraft that can carry the full spectrum of military air cargo. It will have four TF39-GE-1C turbofan engines and updated avionics. It is the world's largest military airlifter; it can onload/offload cargo at truckbed height or ground level at each end of the cargo compartment. Intertheater airlift is required to project and sustain combat forces in an urgent manner. Deficiencies in our airlift capability are documented in numerous studies, including the recently completed Congressionally Mandated Mobility Study. Additional C-5B procurement will make a substantial near-term improvement in our capability to rapidly reinforce NATO and to meet the mobility needs of the Central Command.

C-20A (FY 1985 - 3 aircraft, $55.1 million; FY 1986 - 3 aircraft, $67.5 million):

The Special Air Mission C-20A aircraft is an FAA Gulfstream III certified business jet aircraft. C-20A capabilities exceed a 2400 nautical mile (NM) unrefueled range with National Business Aircraft Association (NBAA) reserve (200NM alternate), and will operate from 5000 foot runways with 14 to 16 passengers plus a crew of five in an executive configuration. Useful life will be at least 20 years. The C-20A will not have a combat role, however, during wartime the C-20A will continue to perform support missions into areas that include theaters of war. The C-20A will replace the seven Military Airlift Command (MAC) C-140B aircraft assigned to the 89th Military Airlift Wing (MAW) at Andrews AFB, MD and the four C-140B aircraft assigned to the 58th Military Airlift Squadron (MAS) at Ramstein AB, Germany. The C-140B is being replaced because of its increasing operating costs. These 1950s vintage airframes and engines entail high fuel consumption and difficulty in obtaining spare/replacement parts. Its limited passenger capacity and lack of coast-to-coast range have resulted in the forced, inefficient use of the 42 seat C-9 aircraft for

a number of missions. The Special Air Mission provides worldwide air transportation for the President and Vice President of the United States, Cabinet members, members of Congress, and other high ranking dignitaries of the United States and foreign governments. In addition to the usual C-140B missions, the C-20A could be dispatched on overseas missions if the range and passenger requirements do not require the use of the larger C-135s and C-137s.

(In Thousands of Dollars)	
Program Requirement - FY 86 ...	$202,300
Program Requirement - FY 85 ...	126,700
Program Requirement - FY 84 ...	5,800
Program Requirement - FY 83 ...	0

ACTIVITY: Trainer Aircraft

Part I Purpose and Scope

This activity provides for the procurement of new aircraft, associated flight simulation devices, and support equipment required for flight training. The FY 1985 and FY 1986 programs are for procurement of the T-46A trainer aircraft.

Part II Justification of Funds Requested

The FY 1985 and FY 1986 fund requirements for procurement of trainer aircraft, related support items, and advance procurement funding in support of the following year's program are: FY 1985 - $126.7 million; FY 1986 - $202.3 million. Details are as follow:

T-46A (Next Generation Trainer) (FY 1985 - 10 aircraft, $126.7 million; FY 1986 - 33 aircraft, $202.3 million):

The T-46A program is a development and acquisition effort to replace the operationally deficient T-37 aircraft to ensure continued primary flight training capability through and beyond FY 1986. Forecast increases in USAF pilot training and the fact that the aging T-37 will begin to reach fleet insufficiency around 1986 dictate an Initial Operational Capability for the T-46A in 1987. The essential design characteristics include twin engines, side-by-side seating, and pressurization with significant improvements in performance (range, climb capability, sustained "g"), maintainability, and noise pollution control.

(In Thousands of Dollars)

Program Requirement - FY 86 ...	$289,900
Program Requirement - FY 85 ...	249,500
Program Requirement - FY 84 ...	172,400
Program Requirement - FY 83 ...	173,800

ACTIVITY: Other Aircraft

PART I PURPOSE AND SCOPE

This activity provides for the procurement of HH-60 and TR-1/U-2R aircraft in FY 1985 and FY 1986, for Range Control Aircraft in FY 1985 only, and for the Joint Surveillance Target and Attack Radar System beginning in FY 1986.

PART II JUSTIFICATION OF FUNDS REQUESTED

The FY 1985 and FY 1986 fund requirements for procurement of other aircraft equipment, related support equipment, and advance procurement funding in support of the following year's program are: FY 1985 - $249.5 million; FY 1986 - $289.9 million. Details are as follow:

HH-60D/E (FY 1985 - $22.5 million; FY 1986 - 3 aircraft, $183.6 million):

The HH-60D/E will be a derivative of the Army UH-60A, Black Hawk and the Navy SH-60B, Seahawk. Changes to the basic HH-60 will include extended range capability, more powerful engines, and improved avionics, giving the HH-60D the capability for precision low level navigation at night or in adverse weather. The HH-60E will differ from the HH-60D only in avionics configuration and will not be equipped with the night adverse weather avionics suite. Together, the HH-60D and HH-60E will constitute a "high flow" capability mixed fleet equipped for operations in a wide variety of threat environments. The HH-60D/E will be used for combat rescue and special operations missions. It will be used to overcome shortfalls in the number of required combat helicopters, to upgrade capabilities to cope with increasing threats, and to replace obsolescent, hard-to-maintain equipment.

Range Control Aircraft (C-12 Type) (FY 1985 - 2 aircraft, $16.4 million):

The aircraft selected will be used for sea surveillance, telemetry relay, and drone control to support low altitude, multiple drone air-to-air missile weapons testing at the Gulf Range (Eglin/Tyndall AFB, Florida). This testing will be conducted over water beyond the horizon for safety. The aircraft will relay test data, control multiple drones, and clear the test area of other air/water craft. These aircraft will be procured as off-the-shelf, commercially available aircraft and modified with a sea surveillance radar and telemetry relay pod by the contractor. Qualification test and evaluation will be conducted at Eglin AFB and the aircraft will be FAA certified.

Joint Surveillance Target and Attack Radar System (Joint STARS) (FY 1986 - $9.7 million).

Joint STARS is a closed loop system for the real-time detection, tracking, and attack of second echelon ground movers. Consisting of an airborne radar, data link, and an operations/control subsystem, the Joint STARS combination of hardware, software, and trained operators provides Wide-area Moving Target Indicating surveillance, Fixed Target Indicating radars, and attack planning/attack control capabilities. Via its control interfaces, Joint STARS provides guidance update to standoff missiles and will cue-vector attack aircraft against enemy targets. The Air Force host platform for the Joint STARS radar has not been chosen, the Air Force is evaluating the C-18 and TR-1, and is developing a radar that is compatible with the OV-1, C-18, and TR-1. The Army plans to use the OV-1D as its airborne platform.

TR-1/U-2R (FY 1985 - 5 aircraft, $210.6 million; FY 1986 - 1 aircraft, $96.6 million):

The TR-1/U-2 is a single engine, single crew, fixed wing aircraft specifically designed for high altitude, standoff surveillance missions. Except for three dual-seat training aircraft, all TR-1 aircraft can be equipped with either a reconnaissance sensor package or the Precision Location Strike System (PLSS) equipment. The TR-1 is the tactical variant of the highly reliable, versatile U-2R aircraft currently in the strategic reconnaissance inventory. The tactical reconnaissance TR-1, equipped with the latest sensors, will provide a battlefield surveillance system available to the theater/tactical commander into the 1990s. The U-2R is a national reconnaissance asset used in direct support of national command authorities and/or in direct support of theater commanders. Pratt & Whitney modified J75 engine, available from within the Air Force inventory, provides high maneuverability, and sufficient power for accessory/sensor operations.

(In Thousands of Dollars)

Program Requirement - FY 83 ...	$4,364,800
Program Requirement - FY 85 ...	3,381,100
Program Requirement - FY 84 ...	2,826,310
Program Requirement - FY 85 ...	2,861,760

ACTIVITY: Modification of In-Service Aircraft

PART I PURPOSE AND SCOPE

This budget activity provides for modification and modernization of in-service aircraft, training devices and support equipment necessary for safety, extension of service life, and to incorporate operational improvements after an aircraft has entered service. The program is designed to maintain the Air Force aircraft inventory at the most modern configuration level at the minimum cost.

PART II JUSTIFICATION OF FUNDS REQUESTED

Modifications are necessary to enable the strategic offense, defense, tactical, and support forces to maintain superiority over hostile forces, to extend the active service life of aircraft, and to keep abreast of changing mission requirements. To ensure maximum safety for the aircraft and crews and to enhance capabilities of aircraft in a combat environment, priority modifications are necessary. Modifications are closely examined and priorities established so that only those most essential are accomplished with the funds available.

The FY 1985 program, to a large extent, consists of follow-on requirements for previously initiated modifications. In FY 1985, we are requesting a continuing ramp up of the production rates to reengine the KC-135 tanker aircraft with new fuel efficient, high by-pass turbofan engines. The FY 1984 negotiations have produced a significantly enhanced unit cost over that previously projected, and this trend is expected to continue through the ramp up period. There is also significant effort included to improve aircraft survivability in a hostile environment by an upgrade to the electronic defensive capabilities on various aircraft. Funding is also requested to continue enhancement of peacetime material readiness of an aging aircraft inventory. Other significant efforts impacting the program total include.

(1) Modifications to provide cargo convertibility to the Civil Reserve Air Fleet widebody aircraft to increase the strategic mobility capabilities.

(2) Service life extension modifications to allow the aircraft to meet their programmed service life requirements.

'2 Prr. ovrerts in the E-3F Airborne Warning and Control Aircraft Capability.

'= Avionics Modernization Program for the F/FB-111 aircraft to upgrade the bomb navigation system to improve operational readiness by replacing high failure, high cost, and technologically outdated components.

Aircraft modification kits are procured on a phased basis, lead time away from installation, which is scheduled concurrently with normal depot maintenance programs to the maximum extent possible. Complex modifications are installed at Air Force depots or contractor facilities concurrently with programmed depot maintenance. Where the installation tasks are less complex or require a relatively small number of man-hours, they are accomplished in the field by assigned personnel or specialized teams dispatched from the depot or provided by contractors.

During FY '85, the Air Force has aggressively pursued the use of existing modern hardware to upgrade aging aircraft components and competitive procurement for modification hardware to control costs and maximize the benefits of the resources provided for modifications. While much of this effort has resulted in slower obligations, it has provided firm priced contracts at more attractive prices. The Air Force remains committed to using the pressure of the competitive marketplace to control costs.

B-52 (FY 1985 - $574.2 million; FY 1986 - $452.6 million. The FY 1985 program includes: continuation of modifications for Have Lint electronic countermeasures equipment for the B-52G in the amount of $106.9 million, ALQ-172 electronic countermeasures equipment for the B-52H in the amount of $100.7 million, maintainability and supportability improvements for the strategic radar in the amount of $124.2 million, integration of internal and external Air Launched Cruise Missile Carriage capability in the amount of $146.9 million, and $94.4 million for several reliability and supportability improvements necessary to maintain the aircraft in a safe operating condition. Funding of $2.3 million is included to initiate replacement of the existing Chaff/Flare system in the electronic warfare trainer (T-4) to reflect the aircraft configuration.

The FY 1986 program continues existing modifications and will initiate a safety/reliability/supportability improvement to update the existing automatic flight control system. Funding will also initiate: upgrade of AFSATCOM terminals, incorporation of VLF/LF receivers, and implementation of Rail Stc 1760 weapon carriage for the 69 non-ALCM Carrier B-52 Gs.

FB-111 (FY 1986 - $11.9 million). The FY 1986 program initiates modifications to upgrade AFSATCOM terminals and electronic countermeasures syster.

B-1B (FY 1986 - $13.9 million). These modifications are required to correct deficiencies revealed during development testing and initial operational use. Corrections are incorporated into the production line at the earliest time and those aircraft that are already produced must be modified to maintain configuration control. Examples of the improvements for the B-1B include redesign of the aircraft battery power subsystem, installation of a stall inhibitor system replacement of the open loop oxygen generating system and a radio frequency management system.

A-7 (FY 1985 - $36.6 million; FY 1986 - $8.4 million). FY 1985 funding continues the reliability/safety improvement to TF-41 Hot Section in the amount of $35.6 million. The remaining $1.0 million is for various reliability/supportability modifications.

The FY 1986 program continues various reliability/support... ity modifications and initiates a modification to provide the capability for the A-7 to carry and launch the AIM-9L missile.

A-10 (FY 1985 - $84.6 million; FY 1986 - $96.0 million). The FY 1985 program includes follow-on modifications for a Turbine Engine Monitoring System in the amount of $26.5 million, correction of deficiencies to the TF34 engine Hot Section in the amount of $31.5 million, and $7.6 million for various reliability/supportability improvements. Funding of $19.0 million initiates various reliability/supportability improvements ($16.7 million) and incorporation of AIM-9L Missile Carriage capability ($2.3 million).

The FY 1986 program continues procurement of modifications started in previous fiscal years and initiates integration of aircrew chemical defense equipment.

F/RF-4 (FY 1985 - $213.8 million; FY 1986 - $198.2 million). The FY 1985 program continues funding for: expanded data capability for the F-4G Wild Weasel in the amount of $16.3 million, reconfiguration of F-4E to F-4G in the amount of $65.7 million, update to the ALR-74 Radar Warning Receiver on the F-4E series in the amount of $35.0 million, incorporation of the low smoke modification to the J79 engine in the amount of $5.0 million, $4.4 million for an improvement in the Identification Friend/Foe equipment, $48.3 million for a reliability/supportability update to the RF-4C radar, $20.3 million for replacement of Inertial Navigation System on the F-4G Wild Weasel, and $12.7 million for various safety/reliability/supportability improvements. New initiatives requested are the incorporation of AIM-9L Missile capability ($8.6 million), structural fatigue corrections ($4.6 million), and a moisture separation improvement to the cabin air conditioning system ($1.3 million).

The FY 1986 program continues existing modifications and initiates a Wild Weasel performance update, a simulator upgrade, and various reliability/supportability improvements.

F-5 (FY 1985 - $3.9 million; FY 1986 - $0.5 million). The FY 1985 program includes $1.0 million for safety improvements for leading Edge Flap nodes and other miscellaneous safety/reliability/supportability modifications. Funding of $2.9 million is requested to initiate the incorporation of a new stacked ring liner on the engine afterburner.

The FY 1986 program continues safety improvements to Aluminum Flight Control Components.

F-15 (FY 1985 - $130.1 million; FY 1986 - $221.2 million). The FY 1985 program continues the Multi Stage Improvement Program to various series of the F-15 to provide continued combat effectiveness in the amount of $63.3 million; $21.1 million for a Chaff/Flare Dispenser to improve survivability in a hostile environment; $1.2 million for an improved Mark XII Identification Friend or Foe Capability and $26.0 million for various safety, reliability, and maintainability improvements. Included in these improvements are Computer and Display Replacement for the simulator to retrofit ... ose currently delivered to the new production

configuration to assure continued effective ground training for aircrews, improvements to the Radar Receiver Pre-amplifier, the Vertical Stabilizer Tip and Actuator Input Arm, Composite Speedbrakes, the Pitch Trim Control, and various other aircraft and engine improvements that are also being incorporated into the production line. Funding of $16.9 million is included to initiate a modification to provide an Anti-Satellite Defense Capability on the F-15.

The FY 1986 program continues modifications initiated in previous fiscal years and initiates a new capability for Air Environment Identification and for Chem-Bio protection for crew members.

F-16 (FY 1985 - $77.2 million; FY 1986 - $207.8 million). In FY 1985, $28.0 million continues the modification for the Advanced Medium Range Air to Air Missile (AMRAAM) carriage capability on the 132 aircraft to be assigned to the Air Defense role, $21.8 million for replacement of the vane type, main engine fuel pump with a gear type pump to improve the reliability necessary for a single engine aircraft, and $3.5 million to the power approach controls to correct some flight control problems. Funding of $[illegible] million is requested to provide Improved Anti-ice Capabilities on the F100 engine, $6.0 million to initiate a correction to the Radar Warning Receiver (RWR) Antenna Placement for more effective performance of the RWR equipment, and $1.8 million to provide a VHF AM/FM Antenna Coupler needed to meet the specified radio range.

The FY 1986 program continues modifications started in previous fiscal years, initiates a safety improvement to the Backup Control System to provide an automatic start capability, and initiates new capabilities for all Environment Identification Friend or Foe, Chem-Bio Protection for crew members, and the Multinational Staged Improvement Program for early F-16s.

F-111 (FY 1985 - $206.5 million; FY 1986 - $30.5 million). The FY 1985 program includes follow-on modifications for the Avionics Modernization Program ($161.2 million), Pacer 30/100 Engine reliability improvements for the A,E,D, and F series ($29.3 million), Escape Module Parachute Entanglement safety correction ($1.7 million), and various reliability/supportability improvements ($1.8 million). Funding of $2.0 million is for the initiation of other reliability/supportability modifications and $0.5 million is for Identification Friend/Foe improvements.

The FY 1986 program continues existing modifications and initiates an AIM-9L missile carriage for a self-defense capability, Escape Module Improvements, and other reliability and maintainability improvements.

EF-111 (FY 1986 - $3.4 million). The FY 1986 program provides an AIM-9L carriage capability for self protection, and initiates a performance upgrade program to provide jamming improvements to meet current and projected threats.

TR-1 (FY 1985 - $24.0 million; FY 1986 - $10.5 million). The FY 1985 program initiates modifications for an Advanced Defense System ($9.0 million), Aircraft Weight Reduction ($7.6 million), and Joint Tactical Missile System/Joint Surveillance and Target Attack Radar System ($7.4 million).

The FY 1986 program continues existing modification programs and initiates the SENIOR GLASS program.

C-5 (FY 1985 - $3.1 million; FY 1986 - $9.2 million). FY 1985 continues funding for the procurement of a 50 KHZ VHF Omni-directional Range Instrument Landing System in the amount of $1.1 million, the replacement the Nacelle Coal Door (engine pressure relief door) in the amount of $1.5 million, and $0.5 million for various reliability/supportability modifications.

The FY 1986 program continues existing modifications and initiates miscellaneous reliability and maintainability modifications.

C-141 (FY 1985 - $14.9 million; FY 1986 - $10.7 million). Funding of $4.7 million continues the procurement of a 50 KHZ VHF Omni-directional Range Instrument Landing System in FY 1985. New initiatives for FY 1985 are for modifications to: improve the performance of the Elevator Mechanical Feel System in the Autopilot ($4.0 million), to correct upper wing surface deficiencies ($3.2 million), to replace existing anti-collision lights with strobe lights ($1.9 million), and $1.1 million to procure various reliability/supportability related items.

The FY 1986 program continues modifications begun in earlier years and initiates various reliability and maintainability improvements.

T-38 (FY 1985 - $10.2 million; FY 1986 - $15.6 million). Funding of $4.0 million in FY 1985 continues a modification to replace magnesium flight control components with aluminum components. FY 1985 initiates the procurement of modifications to relocate the T-5 Amplifier ($3.1 million) and to replace the vertical portion of the dorsal longeron ($3.1 million).

The FY 1986 program continues these three modifications.

C-130 (FY 1985 - $252.2 million; FY 1986 - $225.7 million). The FY 1985 program continues the following modifications programs: Outer Wing Replacement to extend service life ($117.9 million); Station Keeping Equipment Enhancement ($27.3 million); improved capabilities for the Special Operations forces ($33.2 million); HC-130H Tanker Conversion for refueling of Combat Rescue and Special Operations Forces' heavy lift helicopter for wartime and contingency tasking ($4.5 million); 50 KHZ Omni-directional Range Instrument Landing System required for operating through European airfields ($13.4 million); a Self-Contained Navigational System (SCNS) to allow the C-130 to operate without external navigation aids in battle zones where navigation aids may be shut down or jammed ($12.9 million); VINSON and PARKHILL Secure Voice Capability ($13.7 million); replacement for safety purposes of the current Parachute Retrieval System ($1.1 million), replacement of existing anti-collision lights with strobe lights ($1.9 million); the addition of a Flight Data Recorder Capability ($8.7 million); and the incorporation of Fuel Cell Foam to reduce fire hazard ($4.2 million). Also, FY 1985 initiates the conversion of the T56-49 Engine Torquemeter to reduce vibration and wear in the amount of $2.0 million and various reliability/supportability modification in the amount of $1.4 million.

FY 1986 continues existing modifications and initiates modifications to provide aerial spray capability in order to phase out the aging UC-123K, improved air rescue and recovery capabilities, improved communication antijam capabilities, and self protection for special mission assigned C-130 aircraft.

C-135 (FY 1985 - $1,055.1 million; FY 1986 - $1,557.5 million). Funding of $933.9 million in FY 1985 is for continuation of the re-engining of the KC-135 Tanker Aircraft with the CFM56 Engine. This program, which also includes modification of 34 subsystems necessary to incorporate the new engine provides an increase in off-load capability equivalent to one and one-half times the current KC-135A configuration. Other modification programs being continued are: Nuclear Hardening/UHF Radio Replacement for the EC-135 series ($44.8 million), replacement of the lower wing skin to extend service life ($44.2 million), incorporation of Standard V-F AM/FM radio capability into the tanker aircraft to meet the 25 KHZ frequency band required for civilian/military air traffic control ($4.1 million), Secure Voice Conferencing for the EC-135 Worldwide Airborne Command Post series ($4.0 million), and various reliability/supportability and safety improvements ($4.3 million). New initiatives for FY 1985 include replacement of the current, unreliable KC-1 Autopilot with an off-the-shelf state of the art system in the amount of $13.8 million; incorporation of ICBM Airborne Launch Control Capability into 22 EC-135 A/C/G aircraft in the amount of $3.0 million; and incorporation of airborne terminals to access a ground Regency Net site from the U.S. European Airborne Command Post for connectivity the amount of $3.0 million.

The FY 1986 program continues existing modifications and initiates new programs for: Diversity Reception Equipment, an improved Secure Data Terminal upgrade of the AFSATCOM Terminal Dual Mode, EC-135C Groundwave Emergency Network capability, Milstar UHF Transition, the Integrated Operation Nuclear Detonation Detection System (IONDS), and upgrade of the simulator to aircraft configuration for effective ground training

E-3A (FY 1985 - $82.6 million; FY 1986 - $34.6 million). The FY 1985 program includes: $64.1 million to complete the funding of an enhancement modification that provides a Joint Tactical Information Distribution System (JTIDS) Terminals, additional Situation Display Consoles, added communications, and expanded computer memory for a significantly improved air surveillance capability; $9.0 million to initiate a modification to provide HAVE QUICK A-NETs for an improved Anti-Jam capability, $4.7 million to initiate a reliability upgrade to the AN/APY-1 Radar System; and $4.8 million for other reliability and maintainability improvements.

The FY 1986 program continues modifications initiated in previous fiscal years and initiates a new modification to upgrade the mission simulators and the Radar Maintenance Training Sets for more effective ground training.

E-4B (FY 1985 - $5.1 million; FY 1986 - $74.3 million). Funding of $3.5 million in FY 1985 initiates a modification to provide additional Receiver/Transmitter Units for the SHF Terminal. AFSATCOM Secure Voice Conferencing capability is continued in the amount of $1.2 million, as well as various small reliability/supportability improvements ($0.4 million).

The FY 1986 program initiates an upgrade to the Secure Data Terminal, Diversity Reception Equipment, Integrated Operational Nuclear Detonation Detection System (IONDS); SHF Single Channel Transponder Upgrade, and other electronics and communications upgrade for improved connectivity.

H-1 (FY 1986 - $2.2 million). The FY 86 program initiates a modification to extend the safe service life of the H-1 by replacing the main rotor head, transmission, tail rotor system and aft landing gear cross tub and attachment.

H-53 (FY 1985 - $2.6 million; FY 1986 - $24.0 million). Funding of $2.2 million is requested to initiate corrections to the lateral fore and aft servos. Miscellaneous reliability/supportability modifications in the amount of $0.4 million are also in the FY 1985 program.

FY 1986 continues existing modifications and initiates a new modification to extend the service life of the H-53 by upgrading the electrical system, accessory gear box support structure, automatic flight control system, nose gear box assembly, main rotor blade, and tail pylon and landing gear assembly. This service life extension modification is necessary to maintain the MH-53 helicopters in a mission capable condition.

Other Aircraft (FY 1985 - $136.6 million; FY 1986 - $177.2 million). In FY 1985, funds are required for follow-on costs of previously initiated modifications as follows: $11.4 million for P/VE QUICK Anti-Jam Capability Improvements, $16.8 million for the Standard Combined Altitude Radar Altimeter (CARA), $16.3 million to improve the reliability of the TTU 205 Field Test Set for Pressure and Temperature used for testing all first line aircraft prior to take-off, $7.5 million for a reliability improvement to the AN/APN-59E (V) Radar, and $20.6 million to replace HF Radios with highly reliable state-of-the-art radios. New efforts scheduled for initiation in FY 1985 include $3.5 million for procurement of Satellite Communication Antennas for aircraft assigned to the Military Airlift Command, $33.5 million for the Standard Central Air Data Computer, $15.6 million for correction of deficiencies in the AN/ALE-40 Chaff/Flare Dispensers, and $9.4 million for various modifications on a variety of aircraft.

The FY 1986 program continues modifications initiated in previous fiscal years and initiates new efforts to improve the Anti-Jam Capability and provide Global Positioning System (GPS) Airborne Terminals for a variety of aircraft. As the specific aircraft are identified, the funds will be moved to that aircraft system P-1 line item. A replacement for the AN/APN-69 Radar Beacon and replacement of the AN/APQ-122 Radar are scheduled for initiation to preclude non-support posture due to non-availability of spare parts.

Classified Projects (FY 1985 - $169.5 million; FY 1986 - $262.8 million). These funds are required for the modification of a variety of aircraft and airborne systems user in classified missions which, because of their sensitivity, require the application of special management and security safeguards.

Special Support Project (FY 1985 - $181.1 million; FY 1986 - $175.5 million). These funds are required for the modification of aircraft and airborne systems which, because of their sensitivity, require the application of special management and security safeguards.

Civil Reserve Air Fleet (CRAF) (FY 1985 - $128.9 million; FY 1986 - $253.6 million). The FY 1985 and FY 1986 program funds will provide for four and eight cargo convertibility modifications, respectively, to B-747 aircraft to enhance the strategic airlift capability.

The following table summarizes fund requirements for Fiscal Years 1984, 1985, and 1986 by aircraft/category:

(In Millions of Dollars)

Aircraft/Category	FY 1984	FY 1985	FY 1986
B-52	460.7	574.2	452.6
FB-111			11.9
B-1B	87.6	35.6	13.9
A-7	125.6	84.6	4.4
A-10	222.9	213.8	98.0
F/RF-4	1.0	3.9	198.3
F-5	51.3	130.1	.5
F-15	42.5	77.2	221.2
F-16	90.3	206.5	207.8
F-111			304.4
EF-111	1.8	24 0	3.4
TR-1	1.2		10.5
A/T-37	243.9	3.1	9.2
C-5	17.5	14.9	10.7
C-141	2.0	10.2	15.6
T-38		1.3	5.0
C-12	167.1	242.2	225.7
C-130	656.1	1,055.1	1,557.5
C-135	157.1	82.6	44.6
E-3	8.4	5.1	74.3
E-4			2.2
H-1	5.4	2.6	24.0
H-53	69.9	134.6	77.2
Other Aircraft	118.1	169.5	62.2
Classified Projects		181.1	175.5
Special Support Projects	95.9	128.9	253.6
CRAF			
TOTAL	$2,626.3	$3,382.1	$4,364.8

STATUS OF AIRCRAFT MODIFICATION PROGRAMS

FY 1982 Modification of Aircraft
Programs as of 30 Nov 83
($ in million)

Program	Appropriated 1/	Adjustments 2/	Total Program Value	Total Obligations	Total Expenditures
Budget Activity No. 5					
P-1 No. 24-61	$2,191.7	-$35.8	$2,155.9	$1,922.6	$1,011.8

1/ Includes -$22.5 million for redistribution from Spares and Repair Parts funds to implement Congressional direction in support of the KC-135 re-engining program.

2/ Includes -$28.4 million for Congressionally approved reprogrammings, -$12.9 million for a Congressional reappropriation transfer from Civil Reserve Air Fleet to the FY 1984 Aircraft Procurement program, and +$5.5 million for below threshold reprogrammings.

STATUS OF AIRCRAFT MODIFICATION PROGRAMS

FY 1983 Modification of Aircraft
Programs as of 30 Nov 82
($ in millions)

Program	Appropriated	Adjustments 1/	Total Program Value	Total Obligations	Total Expenditures
Budget Activity No. 5					
P-1 No. 32-59	$2,556.3	-$93.5	$2,462.8	$1,881.2	$285.3

1/ Adjustments consist of: a share of Congressionally directed reductions for Independent Research and Development and Bid and Proposal costs (-$24.0 million) and personnel security clearance costs (-$0.8 million); a reappropriation to the FY 1984 Aircraft Procurement activity as financing from the KC-135 Re-engining program (-$14.0 million); Congressionally approved reprogrammings (-$59.1 million); and below threshold reprogrammings (+$24.4 million).

STATUS OF AIRCRAFT MODIFICATION PROGRAMS

FY 1984 Modification of Aircraft
Programs as of 30 Nov 83
($ in million)

Program	Appropriated	Reprogrammings	Total Program Value	Total Obligations	Total Expenditures
Budget Activity No. 5 P-1 No. 32-59	$2,640.3	0	$2,640.3	$315.5	0

(In Thousands of Dollars)

Program Requirement - FY 86 ...	$6,376,400
Program Requirement - FY 85 ...	5,990,200
Program Requirement - FY 84 ...	4,609,400
Program Requirement - FY 83 ...	3,528,400

ACTIVITY: Aircraft Spares and Repair Parts

PART I PURPOSE AND SCOPE

This activity provides funds for investment components and repair parts. Investment items are defined as reparable assemblies that are centrally procured and managed. The account has two categories: initial spares and replenishment spares. The initial spares category funds spares needed to support initial operations of new aircraft, new aircraft modifications and new airborne equipment purchased through the Other Production Charges account (Electronic Counter Measure Pods, for example). The second category, replenishment spares, provides follow-on spares support for all aircraft and ground support equipment that have transitioned through the initial operations phase. Replenishment spares finance the bulk of the peacetime requirement and all of the wartime spares requirement.

PART II JUSTIFICATION OF FUNDS REQUESTED

The initial spares segment of the account has four parts. Part one, "Initial Weapon System Spares," funds complete spare engines as well as spares required to support initial operations of new aircraft. Included in the latter are aircraft spares, engine spare parts and peculiar ground support equipment spares. The second part, "Modification Spares," funds spare parts needed during initial operations of modified airborne systems. Spares to support initial operations of common ground support equipment are included in part three, "Common GSE Spares," while initial operations of equipment financed in the "Other Production Charges" account (such as Electronic Counter Measure Pods) are supported through part four, "Other Production Spares." The replenishment spares segment of the account funds items in FY 1985 to support the FY 1987 flying hour programs and the FY 1987 War Readiness Spares Kits (WRSKs) and Base Level Self-Sufficiency Spares (BLSS). These spares are funded procurement leadtime away; funds are requested two years ahead of the need due to production leadtime. The requested funds reflect savings as a result of implementing the Secretary of Defense's spare part acquisition reforms and improvements. The budget request contains a three percent savings due to reductions in both requirements and funding for initial and replenishment spares based on these spares acquisition reforms.

The following table compares fiscal years in the spare and repair parts categories:

(In Millions of Dollars)

	FY 1983	FY 1984	FY 1985	FY 1986
Initial Weapon System Spares	$700.7	$1,038.2	$1,363.8	$860.8
Initial Modification Spares	199.6	198.1	227.3	349.5
Initial Common GSE Spares	14.2	19.8	41.3	37.9
Initial Other Production Spares	26.6	35.3	49.0	130.7
Total Initial Spares	941.1	1,291.4	1,681.4	1,388.9
Replenishment Spares	2,587.3	3,318.0	4,308.8	4,987.5
Total Spares and Repair Parts	$3,528.4	$4,609.4	$5,990.2	$6,376.4

The total initial spares request for FY 1985 is $1,681.4 million. The largest portion of the requirement is for "Initial Weapon System Spares." Requested funding of $1,363.8 million will support initial operations and spare engine requirements for the B-1, C-20, C-5B, KC-10, MC-130, F-15, F-16, TR-1/U-2, and T-46. "Initial Modification Spares" is the second largest portion of the total requirement. While spares are required for a multitude of modifications, the major element of the funding request is in support of the KC-135 reengining program -- $46.4 million.

The basic determinant of the replenishment spares level required for an item is based on the time that item will operate before it must be removed and repaired. This capability is Mean Time Between Demand (MTBD) and is expressed in operating hours. The MTBD of an item is applied to the operating program of the weapon system to determine how many reparables will be generated during the period. From this computation, required pipeline quantities, base stock, depot stocks and attrition replacements are determined. Maximum consideration is given to improved management actions, faster repair, air transportation and selective management of high-cost items. The buy requirements are intensively reviewed semiannually by an Air Force management review team.

The FY 1985 replenishment spares program request is $4,308.8 million; the FY 1986 funding for the replenishment spares program is $4,987.5 million. It fully supports the Air Force's number one readiness initiative, "peacetime training for combat" in that peacetime operating stock requirements are funded at $3,870.3 million. These funds are needed to provide critical spares in support of 3.7 million flying hours for FY 1987 (two-year leadtime). Failure to provide the request for peacetime spares will result in inadequate levels of spares to support critical combat training. This would cause use of wartime spares to accomplish peacetime combat training. Also, the request includes War Reserve Materiel spares for new aircraft being added to the inventory in the amount of $620.4 million of which $5.0 million is to sustain the C-5 warfighting capability. A detailed discussion of war reserve computation assumptions and methodology follows:

WAR RESERVE - SECONDARY ITEMS

($ Millions)

Aircraft War Reserve Replenishment Spares	FY 1983	FY 1984	FY 1985	FY 1986
Requirement	6,028.7	6,579.7	7,579.3	8,486.7
Applicable Assets Applied	3,909.0	4,220.1	4,827.1	5,447.5
Funding Requested	311.1	607.0	620.4	1,405.8

Planning Assumptions: The planning assumptions used for computing aircraft replenishment spares War Reserve Materiel (WRM) requirements are contained in the DOD Defense Guidance (DG), which provides guidance regarding the length of the wartime scenarios, the gross force size (number of aircraft wings), the number of days of WRM to be funded, and other general guidance relative to the logistics area for which WRM requirements are computed.

Computation Methodology: WRM requirements are additive to peacetime needs and are computed by a mechanized system for those items that are required for wartime usage and safety, and are deemed mission essential. The WRM requirements consist of two segments as follows:

1. Prepositioned segment consists of:

a. War Readiness Spares Kits (WRSK) are air transportable packages of spares that will support specific units tasked to be deployed during the first 30 days of a war or contingency until resupply can be established. The basic configuration of a WRSK is determined by the maintenance concept to be used, i.e., Remove and Replace (RR) an item as opposed to Remove, Repair, and Replace (RRR) the item. The WRSKs are configured to include both the FP and RRR maintenance concepts. Since base level repair shops may not be available at the deployed site, support for the first few days is based on RR and the balance of the support is based on RRR. The using major command and the Air Force Logistics Command determine those essential items to be included in the WRSK, which is only a small portion of the total number of items used on a day-to-day basis in peacetime. The quantity of items to be included in the WRSK are computed using factors such as item failure rates, number of items per aircraft, the flying hour program to be supported, base repair time, item pipeline time, and available assets.

b. Base Level Self-Sufficiency Spares (BLSS) are spares designed to augment existing peacetime assets to support the initial increased wartime activity for specific units that will fight the war in place. BLSS requirements consider the same factors as those used in the WPSF computation. These requirements reflect the number of items required to support the base repair cycle, fill the pipeline to the depot for those items the base cannot repair, and provide a safety level to cover random demands. Those units which are authorized a WPSF are not authorized a BLSS.

2. Other War Reserve Materiel (OWRM) are spares required to sustain the force at wartime levels after the prepositioned assets are used and until the production base can be expanded to satisfy wartime consumption. OWRM requirements are also jointly reviewed by the using major command and Air Force Logistics Command to ensure only combat essential items are procured. The resulting OWRM requirements are then reduced by assets available from production, peacetime levels and WRSK and BLSS levels. OWRM assets are stored in the AFLC depots.

Changes in requirements and funding levels are caused by many factors such as new aircraft activations, changes in item failure rates, increased wartime flying hour programs, modification of existing aircraft to increase wartime capability. The increase in the spares WRM requirements are driven primarily by new aircraft activations, aircraft modifications, increased wartime flying hour programs. Due to limited resources, Air Force funding priority supports peacetime needs first and then WPN requirements. Priority support of peacetime needs is essential to ensure the force is trained and the aircraft are maintained in an operational condition in order to meet wartime taskings. In summary, the replenishment spares funding fully supports Air Force peacetime training needs and funds $615.4 million prepositioned WRM (WRSK/BLSS) for the new force structure. This funding will procure new WRSK kits in FY 1985 for the B-52, C-5, E-3, F-15, and F-16 aircraft that have validated wartime taskings requiring WRSK/BLSS. In addition to the above, updating of existing WRSK/BLSS kits to the latest aircraft configuration is planned in FY 1987 for the A-7, A-10, F-4, F-111, C-130, and C-135 aircraft. These funds are required for wartime mission accomplishment during the initial stages of a war. This funding maintains Air Force combat sustainability at previously achieved levels.

The FY 1985 aircraft replenishment spares request will allow the Air Force to fund its Peacetime Operating Stock (POS), which is the bedrock of Air Force warfighting. Combat proficient air crews constitute the Air Force's number one readiness objective. The accomplishment of this objective is completely dependent upon spare parts availability. On the WRM side, the FY 1985 spares request only funds new WRSK/BLSS kits and maintains the C-5 at the Defense Guidance sustainability objective. Any reduction to the FY 1985 request will severely impact aircraft readiness and sustainability. This will be the case regardless of where a reduction is taken, in either POS or WPN. If a reduction is taken in POS, it will place unacceptable additional pressure on Air Force WRSK/BLSS kits that are only funded to provide new kits and not to a level to maintain them current with aircraft modifications or demand rate changes. If a funding reduction is made to this program, it will mean that Air Force aircraft (majority of which is new force structure) will be without WRSK/BLSS to meet wartime taskings. If a funding reduction is taken from (POS), this will result in more WRSK/BLSS kit withdrawals to support peacetime flying, parts cannibalizations from other aircraft, and spare part lateral support transfers between Air Force bases. Also, it will result in additional aircraft (number dependent on the amount of the reduction) missing a part on any given day, which could degrade the Air Force's Mission Capable Rates.

Aircraft initial spares requirements by weapon system and fiscal year are listed below:

AIRCRAFT INITIAL SPARES
(In Millions of Dollars)

	FY 1985		FY 1986	
	No. of Acft Procured	$	No. of Acft Procured	$
B-1B	(34)	609.7	(48)	160.5
F-15	(48)	160.6	(60)	89.4
F-16	(150)	397.4	(216)	379.6
KC-10A	(8)	56.0	(12)	72.0
MC-130H	(2)	8.7	(4)	6.7
C-5B	(10)	90.4	(16)	113.6
C-20A	(3)	5.7	(3)	5.7
T-46A (NGT)	(10)	5.3	(33)	16.1
H/HH-60D/E	(-)	-	(3)	12.0
TR-1/U-2	(4)	30.0	(1)	5.2
Modification Spares		227.3		349.5
Common Ground Spt Eq Spares		81.3		37.9
Other Production Charges Spares		49.0		140.7
TOTAL		1,681.4		1,388.9

1985
AIR FORCE
AIRCRAFT REPLENISHMENT SPARES
($ IN MILLION)

WEAPON SYSTEM	PEACETIME		WAR-RESS 1/		OWRM 2/		TOTAL	
	BOMT	FUNDING	BOMT	FUNDING	BOMT	FUNDING	BOMT	FUNDING
A-7	42.1	42.1	30.3	0.0	45.0	0.0	117.4	42.1
A-10	183.7	183.7	51.1	0.0	27.0	0.0	221.8	183.7
A-37	1.5	1.5	0.6	0.0	0.1	0.0	2.2	1.5
B-1B	127.2	127.2	0.0	0.0	0.0	0.0	127.2	127.2
B-52	174.3	174.3	321.6	161.5	208.4	0.0	704.3	335.8
FB-111	33.7	33.7	0.0	0.0	0.2	0.0	33.9	33.7
FF-111	71.4	71.4	29.4	0.0	68.4	0.0	169.2	71.4
F-111	363.6	363.6	132.5	0.0	106.9	0.0	603.0	363.6
C-5	138.6	138.6	166.9	166.9	5.0	5.0	306.5	306.5
C-130	139.2	139.2	22.1	2.1	102.9	0.0	264.2	141.3
C-135	85.4	85.4	7.1	0.0	82.3	0.0	174.8	85.4
C-137	1.4	1.4	0.0	0.0	0.0	0.0	1.4	1.4
C-140	1.7	1.7	0.1	0.0	0.0	0.0	1.8	1.7
C-141	47.9	47.9	9.7	9.7	31.6	0.0	89.2	57.6
E-3	90.4	90.4	8.8	0.0	16.3	0.0	115.5	90.4
E-4	2.2	2.2	0.0	0.0	0.0	0.0	2.2	2.2
F-4	163.0	163.0	161.9	0.0	50.3	0.0	374.9	163.0
F-5	59.0	59.0	0	0.0	0.0	0.0	59.0	59.0
F-15	215.6	215.6	187.2	50.7	55.7	0.0	458.5	266.3
F-16	195.4	195.4	272.9	223.2	24.9	0.0	493.2	418.6
H-1	1.9	1.9	0.1	0.1	1.7	0.0	3.7	2.0
H-3	4.7	4.7	0.1	0.1	0.3	0.0	5.1	4.8
H-53	4.1	4.1	0.3	0.3	4.9	0.0	9.3	4.4
T-33	6.9	6.9	0.0	0.0	0.0	0.0	6.9	6.9
T-37	28.5	28.5	0.0	0.0	0.0	0.0	28.5	28.5
T-38	21.5	21.5	0.0	0.0	0.0	0.9	21.5	21.5
T-39	4.5	4.5	0.0	0.0	0.0	0.0	4.5	4.5
T-43	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1
OV-10	4.5	4.5	0.1	0.0	4.2	0.0	8.8	4.5
F100 Engine	726.1	726.1	0.8	0.8	117.5	0.0	844.4	726.9
Common Parts 3/	916.9	916.9	107.2	0.0	275.1	0.0	1299.2	916.9
Other Acft 4/	57.2	57.2	0.8	0.0	11.9	0.0	69.9	57.2
TOTAL	3,870.3	3,870.3 5/	1,511.5	615.4	1,240.7	5.0	6622.5	4490.7 5/

Total Requirement = 6,622.5
Total Funding = 4,490.7 5/
Total Unfunded = 2,131.8

1/ War Readiness Spares Kit-Base Level Self-Sufficiency
2/ Other War Reserve Material
3/ Common parts represent spares with more than one weapon system application.
4/ Other Aircraft are the remaining aircraft in the inventory.
5/ Includes $181.9M of replenishment authority

1986
AIR FORCE
AIRCRAFT REPLENISHMENT SPARES
($ IN MILLIONS)

WEAPON SYSTEM	PEACETIME		WAR-RISS 1/		OWRP 2/		TOTAL	
	RQMT	FUNDING	RQMT	FUNDING	RQMT	FUNDING	RQMT	FUNDING
A-7	36.6	36.6	48.1	19.0	47.6	0.0	132.3	55.6
A-10	128.1	128.1	64.2	24.7	28.6	0.0	220.9	152.8
A-37	1.4	1.4	0.6	0.0	0.0	0.0	2.0	1.4
F-16	138.0	138.0	0.0	0.0	0.0	0.0	138.0	138.0
B-52	191.3	191.3	169.3	169.3	220.5	0.0	581.1	360.6
FB-111	28.7	28.7	0.0	0.0	0.2	0.0	28.9	28.7
EF-111	32.5	32.5	16.1	16.1	72.3	0.0	120.9	48.6
F-111	355.3	355.3	157.8	110.0	113.1	0.0	626.2	465.3
C-5	154.9	154.9	54.5	54.5	112.5	112.5	321.9	321.9
C-130	134.6	134.6	21.7	21.7	108.8	0.0	266.1	156.3
C-135	81.7	81.7	8.1	8.1	87.1	0.0	176.9	89.8
C-137	1.4	1.4	0.0	0.0	0.0	0.0	1.4	1.4
C-140	1.7	1.7	0.0	0.0	0.0	0.0	1.7	1.7
C-141	51.0	51.0	2.5	2.5	33.4	0.0	86.9	53.5
E-3	108.3	108.3	25.4	25.4	17.3	0.0	151.0	133.7
E-4	1.3	1.3	0.0	0.0	0.0	0.0	1.3	1.3
F-4	144.2	144.2	188.4	70.0	53.2	0.0	385.8	214.2
F-5	45.8	45.8	0.0	0.0	0.0	0.0	45.8	45.8
F-15	180.7	180.7	299.7	259.5	59.0	0.0	539.4	440.2
F-16	140.2	140.2	415.7	373.4	26.4	0.0	582.3	513.6
H-1	2.8	2.8	0.1	0.1	1.8	0.0	4.7	2.9
H-3	7.8	7.8	0.1	0.1	0.4	0.0	8.3	7.9
H-53	6.1	6.1	0.2	0.2	5.2	0.0	11.5	6.3
HH-60	2.9	2.9	2.8	2.8	2.4	0.0	8.1	5.7
T-33	9.1	9.1	0.0	0.0	0.0	0.0	9.1	9.1
T-37	40.3	40.3	0.0	0.0	0.0	0.0	40.3	40.3
T-38	10.3	10.3	0.0	0.0	0.0	0.0	10.3	10.3
T-39	5.9	5.9	0.0	0.0	0.0	0.0	5.9	5.9
T-43	2.9	2.9	0.0	0.0	0.0	0.0	2.9	2.9
OV-10	3.2	3.2	0.1	0.0	4.5	0.0	7.8	3.2
F100 Engine	758.0	758.0	10.7	10.7	124.3	0.0	893.0	768.7
Common Parts 3/	727.2	727.2	133.0	125.4	291.1	0.0	1151.3	852.6
Other Acft 4/	47.5	47.5	0.0	0.0	10.2	0.0	57.7	47.5
TOTAL	3,581.7	3,581.7	1,619.3	1,293.3	1,419.9	112.5	6620.9	4987.5

Total Requirement = 6,620.9
Total Funding = 4,987.5
Total Unfunded = 1,633.4

1/ War Readiness Spares Kit-Base Level Self-Sufficiency
2/ Other War Reserve Materiel
3/ Common parts represents spares with more than one weapon system applications.
4/ Other aircraft are the remaining aircraft in the inventory.

(In Thousands of Dollars)

Program Requirement - FY 86 ...	$3,545,400
Program Requirement - FY 85 ...	3,103,700
Program Requirement - FY 84 ...	2,252,800
Program Requirement - FY 83 ...	1,731,100

ACTIVITY: Aircraft Support Equipment and Facilities

PART I PURPOSE AND SCOPE

This activity provides for support equipment required to service and test aircraft and their components; for industrial machinery, equipment and facilities required in the manufacture of items funded by this appropriation; for those war consumable items required to be on hand for immediate use in the event of war; and for other charges such as electronic countermeasure equipment. The activity also provides for procurement of flight simulation equipment for aircraft that are no longer in production, and for programs not associated with one specific weapon system.

PART II JUSTIFICATION OF FUNDS REQUESTED

The estimate for this activity is comprised of the following items: (In Millions of Dollars)

LINE ITEM	FY 1983	FY 1984	FY 1985	FY 1986
Common Ground Equipment	$287.4	$415.2	$703.9	$911.1
Industrial Responsiveness	150.2	129.5	78.5	75.5
War Consumables	119.9	180.7	235.4	280.5
Other Production Charges	987.5	1,415.3	2,086.9	2,278.3
NATO AWACS	186.1	112.1	0	0
ACTIVITY TOTALS	$1,731.1	$2,252.8	$3,103.7	$3,545.4

Common Ground Equipment

This program is for the procurement of organizational, base, and depot level support equipment, both common and peculiar, for out-of-production aircraft, and for common support equipment for new aircraft entering the inventory. The equipment is used on the flight line, in maintenance shops, and in the depots. The program also provides for the procurement of flight simulators and other training devices for aircraft models that are out of production. It also includes procurement of flight simulators and other training devices for the B-1B. Support equipment includes depot plant equipment, support equipment for modifications, common training equipment, and the following federal supply groups (FSG).

FSG 17 - Aircraft launching, landing, and ground handling equipment (trailers, platforms, slings).

FSG 41/45 - Compressors, air conditioners, and heaters.

FSG 49 - Maintenance and repair shop equipment (test stands, jigs, fixtures, noise suppressors).

FSG 61/66 - Electric wire and power distribution equipment (instrument and laboratory equipment).

Other Federal Supply Groups - Pumps, gauges, nitrogen servicing units, and specialized tools.

The following table shows a comparison, by year, by category, of support equipment:

(In Millions of Dollars)

NOMENCLATURE	FY 1983	FY 1984	FY 1985	FY 1986
FSG 17	$60.3	$62.3	$64.2	$117.5
FSG 49	88.6	196.4	202.6	305.6
FSG 41/45	63.1	66.4	103.7	164.6
FSG 61/66	51.8	53.9	69.1	109.7
Other FSGs	23.6	33.3	54.5	86.2
Depot Plant Equipment				
Common Training Equipment (Simulators)*	-	2.9	209.8	127.5
TOTAL COMMON GROUND EQUIPMENT	287.4	415.2	703.9	911.1

* FY 85 Common Training Equipment includes Simulators for the B-1, EF-111, C-141, and C-5.

Industrial Responsiveness

The Industrial Responsiveness program provides for capital type rehabilitation, necessary real property maintenance and improvements, and compliance with environmental and energy requirements for Air Force-owned and contractor-operated industrial facilities. Also included is the Manufacturing Technology program which establishes and validates improved manufacturing methods, processes, and techniques to reduce acquisition and support costs, reduce production leadtimes, improve product quality and durability through manufacturing, provide domestic sources, increase production yields, and assure economic producibility of Air Force war fighting equipment. Funding is also provided to stimulate Industrial Productivity and Responsiveness Improvement efforts, which include industrial base Technology Modernization (an incentivization effort to stimulate capitalization) and Industrial Preparedness Measures, and for Industrial Base planning.

The following table shows a comparison, by year, of the Industrial Responsiveness Program:

(In Millions of Dollars)

	FY 1983	FY 1984	FY 1985	FY 1986
Expansions	$32.1	$13.1	$3.0	$6.3
Packing, Crating, & Handling	.1	.1	.1	.1
Capital Type Rehabilitation	28.8	22.3	22.9	28.0
Modernization & Replacement			1.0	1.7
Manufacturing Technology	39.7	8.0		
Industrial Base Planning	4.7	2.6	3.3	3.8
Environmental Protection	18.1	9.9	13.3	5.5
Industrial Productivity & Respons. Imp.	21.5	71.1	27.0	23.8
Energy Conservation	5.2	2.4	7.9	6.3
TOTAL Industrial Responsiveness	150.2	129.5	78.5	75.5

The requirements for FY 1985 in each category in the above table are as follows:

Expansions: Required for real property modifications at Air Force Plant 3, Tulsa, OK; Air Force Plant 4, Fort Worth, TX; and Air Force Plant 85, Columbus OH.

Packing, Crating, & Handling: Required to prepare idle government-owned equipment for shipment to other locations.

Capital Type Rehabilitation: Required for rehabilitation of government-owned, contractor-operated industrial production facilities. Included are real property projects at Air Force Plant 3, Tulsa, OK; Air Force Plant 4, Fort Worth, TX; Air Force Plant 6, Marietta, GA; Air Force Plant 42, Palmdale CA; Air Force Plant 59, Binghamton, NY; and Air Force Plant 85, Columbus, OH.

Modernization and Replacement: Modernizes government-owned industrial equipment operated at Air Force Plant 85, Columbus, OH.

Manufacturing Technology. Required for the establishment, validation, and demonstration necessary to convert existing technology into new manufacturing methods, procedures, and equipment to advance the current manufacturing state-of-the-art. Directly improves the productivity of the U.S. defense industrial base that produces and supports Air Force war fighting systems and equipment. Direct government benefits include reduced production and support costs, reduced lead times, improved quality and durability through manufacturing, economic producibility, domestic availability and improved production yields. Establishes a systematic approach to production and manufacturing throughout the aerospace industry and assures a high rate of return on investment by timely availability of results for the whole industry. All projects are conducted under contract with private industry, primarily by competitive procurement, with results widely disseminated throughout the industry. The annual program is built with coordination through the Department of Defense/Industry Manufacturing Technology Advisory Group providing integration with DOD and other related efforts. Projects are negotiated with an Air Force business strategy aimed at securing all data rights, committed to establishing competitive production sources, and requiring an open end-of-contract demonstration of results achieved. No FY 1985 or FY 1986 program is in the request, due to Congressional direction to program all Manufacturing Technology funding in RDT&E.

Industrial Base Program Planning: Analyzes industrial capability to meet Air Force manufacturing requirements for various (including peacetime production) military scenarios and determines problems, deficiencies, bottlenecks, "war-stoppers," and opportunities for improvements. Generates prioritized plans for needed government actions based on Air Force mission requirements. Integrates the sub-elements of the Air Force Industrial Responsiveness program and all Air Force industrial base actions to provide a comprehensive and cohesive approach to improving and assuring the war time capability of the industrial base. FY 1985 efforts will include the annual Production Base Analysis, Mobilization and Surge Planning, Materials Demand and Lead Time Data Base Study, and Fiber Optics Repair Capability Analyses.

Environmental Protection: Required for compliance with federal, state, and local laws and regulations for control of present and correction of past ground, water, air, and other industrial pollution. Includes actions at Air Force Plants 3, Tulsa, OK; 6 Marietta, GA; 42, Palmdale, CA, and 59, Binghamton, NY.

Industrial Productivity and Responsiveness Improvement: Funds Industrial Preparedness Measures and the government portion of industrial base Technology Modernization (Tech Mod) efforts in which the government provides incentives to private industry and industry invests in the modernization of facilities and equipment used for the manufacture of DoD end items resulting in production cost savings shared by the government and industry. Includes major Tech Mod initiative with Rockwell International and selected B-1B subcontractors, Boeing Military Aircraft Company, subcontractors to General Dynamics for F-16 manufacture, General Electric Company and military engine subcontractors, Pratt & Whitney Aircraft Group and military engine subcontractors, Lockheed Georgia Company, AVCO, and Fairchild Industries.

Energy Conservation: Required for high return-on-investment projects at Air Force Plants 3, Tulsa, OK; 4, Forth Worth, TX; 6, Marietta, GA; 42, Palmdale, CA; 59, Binghamton, NY; and 85, Columbus, OH.

1 COMPONENT	FY 1985	FACILITIES PROJECT DATA	2 DATE
USAF			24 Jul 83

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 6 Lockheed Georgia, Marietta GA	Environmental, MPC 7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
78011F	831-145		22

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Install Valve in Gravity Line from BIO Tower to Aeration Basin				22

10 DESCRIPTION OF PROPOSED CONSTRUCTION

A new drop type gate valve will be installed at the headwall where the organic tower gravity line empties into the aeration pond.

DD FORM 1391

PAGE NO

1 COMPONENT	FY 19 85	FACILITIES PROJECT DATA	2 DATE
USAF			24 Jul 83

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 6 Lockheed Georgia, Marietta GA	Environmental , MPC 7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
78011F	831-155		250

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Upgrade Capability of Industrial Waste Treatment Facility Ph II				25

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Oil/water separators, containment curbs and basins, guard rails and trench drains will be constructed and surface drainage grades modified as required at the nineteen existing chemical storage tank locations. Phase I of the project was begun in FY 84.

DD FORM 1391

PREVIOUS EDITIONS MAY BE USED UNTIL EXHAUSTED

PAGE NO

1 COMPONENT	FY 19 85	FACILITY PROJECT DATA	7 DATE
Air Force			29 April 1983

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
Air Force Plant 6, Lockheed-Georgia, Marietta, GA	Install Automatic Fire Sprinkler System B 95 & B-64

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
78011F	221221		813

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Install Automatic Fire Sprinkler System Building B-95 and B-64	LS			813

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Install an automatic fire sprinkler wet pipe system to cover all of building B-95 and original portion of B-64 building.

Basis of Need:

The buildings were originally built without a sprinkler system. Both buildings now require an automatic fire sprinkler system to meet Federal fire codes and to protect the computer area that directly supports the C-5 program.

DD FORM 1391

Air Force	FY 19 55	FACILITY PROJECT DATA	26 Apr 83

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
Air Force Plant PJ, Lockheed-Georgia, Marietta GA	Provide Emergency Power for Lighting Ventilation

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
75011F	221 221		869

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Provide Emergency Power for Necessary Lights and Ventilation Building B-1.	LS			869

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Provide final phase of work required to provide emergency illumination and ventilation throughout the basement of building B-1.

11. Basis of Need:

This phase will provide complete independent lighting and ventilation for necessary portions of the basement of B-1 Building in compliance with civil defense criteria.

42

DD FORM 1391

PAGE NO

1 COMPONENT	FY 1985	FACILITY PROJECT DATA	2 DATE
USAF			25 Apr 83

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 4 General Dynamics Ft. Worth TX	Water Purification Sys., Bldg 1

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
78011F	221-271		75

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST
Water Purification System, Bldg 1	LS			75

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Construct an approx. 150-square-foot water purification room by expanding the equipment room on the south end of the first floor of Building 1 to the south. Install a 3,000 gallon-per-day reverse osmosis water purification system which will produce a constant water quality in excess of ten megohms.

BASIS OF NEED:

The printed circuit board fabrication process is currently using a deionized water filtration method which is contracted to an outside vendor. This service cost more than $42,000 in 1982. Printed circuit board fabrication requires water of consistently high quality. All equipment must be located near the work areas and must be protected form freezing.

DD FORM 1391

1 COMPONENT	FY 1985	FACILITY PROJECT DATA	2 DATE
USAF			25 Apr 83

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 4 General Dynamics Ft Worth TX	Dimensional Metrology Tooling Inspection Facility

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
76011F	221-221		98.0

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Dimensional Metrology Tooling Inspection Facility	LS			98.0

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Provide an approx. 2400-square-foot enclosed area on the factory floor for CADAM/ Photogrammetric film reading. The area must be environmentally controlled and dust free. Install a suspended ceiling that is dust tight. Extend the heating, ventilation, air conditioning, and fire protection systems as required.

BAIS OF NEED:

Periodic inspections are required to verify the accuracy of production tooling such as component jigs (COJIs) and drill fixtures (DRFXs). These tasks are accomplished by using photogrammetry. This function should be located adjacent to the large Coordinate Measuring Machine (CMM) which the contractor has scheduled for procurement in 1984.

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1. COMPONENT	FY 1985 FACILITIES PROJECT DATA			2. DATE
USAF				24 Jul 83

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
AFP 3, McDonnel Douglas Corp Tulsa OK	Environmental MPC 2000

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST ($000)
78011F	831-155		2000

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Industrial Waste Treatment Facility PH III				2000

10. DESCRIPTION OF PROPOSED CONSTRUCTION

The proposed work is for Phase III of the rehabilitation of the industrial waste treatment plant (IWTP) IAW A&E specifications provided in FY 82 The IWTP was designed originally in the 1950's. This expansion is designed to bring it into conformance with current Federal and State regulations and statutes.

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1 COMPONENT	FY 19 83	FACILITY PROJECT DATA	2 DATE
Air Force			26 Apr 83

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
Air Force Plant 3, Tulsa OK Rockwell International Corp.	Construct Secured Area B 001

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
78011F	390-171		36

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Construct Secured Area	L.S.			36

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Construct low observable secure area (walls and ceiling) for storage of classified models fabricated by the Engineering Research and Development team. The structure will be stud wall construction, roofed, with a sprinkler system, and secured with special combination locked doors. Area size is 40'L x 40'W x 12'H.

Justification

Storage of classified radar cross section models in accordance with the October 1982 Department of Defense "Low Observavle Programs Security Classification Guide."

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1 COMPONENT	FY 1985	FACILITY PROJECT DATA	2 DATE
USAF			15 Sep 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
A-F 3, McDonnell-Douglas, Tulsa, OK	Install Sectionalizer in Electrical feeder #2

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
78011F	221-226		55

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Sectionalize feeder #2	LS			55

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Install and connect a new pad mounted, low profile, 4-way fusible, primary feeder switch in feeder #2.

BASIS OF NEED

To maintain maximum continuity of electrical service to the Aircraft production facility.

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PREVIOUS EDITIONS ARE OBSOLETE

1 COMPONENT	FY 19__5	FACILITY PROJECT DATA	2 DATE
			15 Sep 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 40, Site 7, Service Contractor (NAVFAC) Fairfield, CA	Extend Fire Protection to Site 7 MPC 10[illegible]

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($ in 000)
72011F	843-314		219

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($ in 000)
Extend Fire Protection to Site 7	LS			219 0

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Tap into existing underground fire-water system at site #5 and extend to Site #7, with 12" (minimum due to friction loss) diameter pipe, approximate length, 9,000 ft. Project cost includes P & E services.

BASIS OF NEED

Water flow at Site 7, Building 531 is 830 gallons per minute. The required fire water flow is 1500 to 2000 gallons per minute. This project is considered essential to provide adequate fire protection water for site 7.

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PREVIOUS EDITIONS ARE OBSOLETE

1 COMPONENT	FY 19 LS	FACILITY PROJECT DATA	2 DATE
USAF			15 Sep 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 42, Site 3, Rockwell International Co. Palmdale, CA	Install ceiling Circuit Breaker Room, B/270, Site 3 MFC 1000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
78011F	221-221		4

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Install Ceiling Circuit Breaker Room, B/270, Site 3	LS			4 0

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Install ceiling in Circuit Breaker Room. Add exhaust fan to vent through exterior south wall.

Project cost includes A & E services

BASIS OF NEED

Install a ceiling in the primary power vault to reduce heat loads radiating into the office area. This includes installation of an exhaust fan and bird screen louver to purge the heat from the area.

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1 CONSTITUENT	FY 19[illegible]	FACILITY PROJECT DATA	2 DATE
USAF			15 Sep 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFF 42, Site 5, Northrop Corp; Fairchild, CA	Install Restroom Facilities, Bldg 425, Sit 5 MPC 1000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
78011F	221-221		82

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Install Restroom Facilities	LS			82

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Install restroom facilities in Building 425 to serve all employees working in that area. Restrooms shall conform to all codes, regulations, and safety and health standards for contractors performing federal supply contracts under the Walsh-Healey Public Contracts Act. Facilities for the handicapped shall be included. Connect to sewer and domestic water supply lines located approximately 120 LF east of Building 425.

Project Cost includes A & E services.

BASIS OF NEED:

Restroom facilities are required in Building 425 to eliminate existing health, safety, and labor regulations and building code violations caused by current use of another contractor's restroom facilities which are located over 300 LF away and not adequate for the combined number of personnel.

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1 COMPONENT	FY 19 85	FACILITY PROJECT DATA	2 DATE
USAF			15 Sep 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 42, All Sites, Service Contractor (SCP) Palmdale, CA	Install Hazardous Flow Detector in Sewage lines MPC 7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
72011F	831-145		89.0

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Install Hazardous Flow Detectors in Sewage lines	LS			89.0

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Installation of Hazardous Chemical Flow Detectors in sewer lines leading to wastewater treatment plant.
Project includes A & E services.

BASIS OF NEED:

For the past few years at Plant 42, the sewage and waste (S&W) Plant has reported chemical dumps in the sewer lines wiht high concentrations of aluminum, mercury, and other toxic materials. If these dumps continue, it will eventurally lead to a degradation of the operating capability of the S&W plant and more frequent repairs will be necessary. Since no one will admit to the dumps, it is necessary to install detectors on the sewer lines leading from each site. AFP 42 does not have an industrial waste treatment plant.

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1 COMPONENT	FY 19 85	FACILITY PROJECT DATA	2 DATE
USAF			15 Sep 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 42, Site 3, Rockwell International Corp, Palmdale, Ca	Contain PCB Transformer Vaults MIC 7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
78011F	221-221		20

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Contain PCB Transformer Vaults				20

10 DESCRIPTION OF PROPOSED CONSTRUCTION

On seven PCB-filled transformers on site 3, install concrete containment dikes enclosing an area that will contain 110% of fluid. Seal all conduit and pipes within the containment area Seal concrete floor, beams, and all appurtenances within the containment area with epoxy costing. On three pole-mounted transformers, construct a platform to hold the dike directly below the transformer unit. Platform will be metal framed.

Project cost includes A & E services.

BASIS OF NEED

This project will provide minimum protection against accidental spills from the remaining ten PCB-filled transformers to comply with the requirements of the Toxic Substances Control Act.

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1 COMPONENT	FY 19 85	FACILITY PROJECT DATA	2 DATE
USAF			15 Sep 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFF 59 General Electric Co, Johnson City, NY	Install Air Pollution Contr Devices on Process Exhaust Stacks PH II. HPC-7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
78011F	221-220		70

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Install Air Pollution Control Devices on Process Exhaust Stacks PH II	LS			70

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Install air pollution control devices on the solvent cleaning and degreasing operation This project will also include solvent recovery. Project cost includes A & E services.

BASIS OF NEED:

This follow-up project to Phase I would concentrate on the exhaust systems of solvent cleaning and degreasing operations. This project is in anticipation of greater enforcement efforts. As a side effect to this project, solvent recovery will offer some long-term payback possibilities.

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1. COMPONENT		2. DATE
Air Force	FY 1985 **FACILITY PROJECT DATA**	22 April 1983

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
Air Force Plant 85, Rockwell Intl, Columbus, OH	Sprinkler Protection for Offices and Misc.

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST ($000)
78011F	843314	221-221	480

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Install Fire Protection Sprinkler System	LS			480

10. DESCRIPTION OF PROPOSED CONSTRUCTION

Install underground fire mains, sprinkler risers, sprinkler piping, sprinkler heads, fire alarm transmitters, actuators, and signaling devices to provide sprinkler coverage in unprotected areas of buildings 3, 4, and 6.

Basis of Need:

Providing sprinkler protection in these uncovered areas will provide a reduced risk of life and property.

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1 COMPONENT: USAF	FY 19_85	FACILITY PROJECT DATA	2 DATE: 27 Jan 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 85 Columbus, OH	Restore Abandoned Hazardous Waste Storage Sites MPC 7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
PE 78011F			1,900.0

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Restore Abandoned Hazardous Waste Storage Site (Appropriation 3010)	LS			1,900.0

10 DESCRIPTION OF PROPOSED CONSTRUCTION

This project is to remove buried tanks and lines that have been used for hazardous waste. This project will also include examination of soil for contamination.

BASIS OF NEED:

This project is to remove risk of subsurface contamination and conform to CERCLA.

NOTE: Funding for this project has been provided to the Air Force out of the Defense Environmental Restoration Account, established by the FY 1984 Appropriation Act.

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1 COMPONENT	FY 19_85	FACILITY PROJECT DATA	2 DATE
USAF			27 Jan 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 59 General Electric, Binghamton, NY	Construct Containment Structure for Hazardous Waste MPC 7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
PE 78011F			200.0

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Design, Procure and Construct Hazardous Substances Containment Structures	LS			200.0
(Appropriation 2010)				

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Construct hazardous substance containment structures to mitigate the spread of hazardous waste. Project will include A&E and long lead procurements.

BASIS OF NEED:

Previous practices have raised the possibility of release of hazardous wastes to surface impoundments. Instant project is critical to mitigate any such release and provide necessary protective measures.

NOTE: Funding for this project has been provided to the Air Force out of the Defense Environmental Restoration Account, established by the FY 1984 Appropriation Act.

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1 COMPONENT	FY 19 85	FACILITY PROJECT DATA	2 DATE
USAF			27 Jan 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 42 Palmdale, CA, Site 7	Install Hazardous Waste Flow Detectors MPC 7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
PE 78011F	831-145		100.0

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Design, Procure and Install Flow Detectors in Sewage Lines (Appropriation 3010)	LS			100.0

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Installation of hazardous chemical flow detectors in sewer lines leading to wastewater treatment plant. Project includes ASE services.

BASIS OF NEED:

For the past several years, AFP 42 sewage and waste (SSW) plant has reported chemical dumps in the lines with high concentrations of aluminum, mercury, and other toxic chemicals. With these dumps continuing, the SSW plant is being slowly degraded requiring continued high repair. As no source can be found, detectors are mandatory to identify, mitigate, and clean up past hazardous dumps.

NOTE: Funding for this project has been provided to the Air Force out of the Defense Environmental Restoration Account, established by the FY 1984 Appropriation Act.

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1 COMPONENT	FY 19_85	FACILITY PROJECT DATA	2 DATE
USAF			27 Jan 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 42 Palmdale, CA	PCB Transformer Containment Sites MPC 7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
PE 78011F	221-221		100.0

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Contain PCB Transformer Vaults	LS			100.0
(Appropriation 3010)				

10 DESCRIPTION OF PROPOSED CONSTRUCTION

On seven PCB-filled transformers on Site 3, install concrete containment dikes, enclosing an area that will contain 110% of fluid. Seal all conduit and pipes within the containment areas. Seal concrete floor, beams, and all appurtenances within the containment area with epoxy coating. On three pole-mounted transformers, construct a platform to hold the dike directly below the transformer unit. Platform will be metal framed.

BASIS OF NEED:

This project will provide minimum protection against accidental spills from the remaining ten PCB-filled transformers to comply with CERCLA.

NOTE: Funding for this project has been provided to the Air Force out of the Defense Environmental Restoration Account, established by the FY 1984 Appropriation Act.

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1 COMPONENT	FY 19 85	FACILITY PROJECT DATA	2 DATE
USAF			27 Jan 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 42 Palmdale, CA, Site 2	Cleanup Groundwater, Past Jet Fuel Spills MPC 7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
PE 78011F			1,000.0

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Clean Groundwater, Site 2, Past Fuel Spills	LS			1,000.0
(Appropriation 3010)				

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Design and procure long lead components for the cleaning of deep groundwater contaminated from previous jet fuel spills at Site 2.

BASIS OF NEED:

Action is critical to prevent the migration of contaminated water. Problem has been identified to all concerned parties, including the state of California. Failure to act will force legal action.

NOTE: Funding for these projects has been provided to the Air Force out of the Defense Environmental Restoration Account, established by the FY 1984 Appropriation Act.

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1 COMPONENT	FY 19_85	FACILITY PROJECT DATA	2 DATE
USAF			27 Jan 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 6 Lockheed-Georgia Co., Marietta, GA	Design and Construct Final Cleanup Facility MPC 7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
PE 78011F			3,800.0

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Design and Construct Final Cleanup Facility (Phase III) (Appropriation 3010)	S			3,800.0

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Project will include final design and construction of groundwater treatment plant for cleaning all upper zone, non-drinking water at the plant.

BASIS OF NEED:

Past waste disposal actions at AFP 6 have resulted in upper zone water contamination. To prevent migration and possible contamination to drinking water, action must be taken to cleanse this water.

NOTE: Funding for this project has been provided to the Air Force out of the Defense Environmental Restoration Account, established by the FY 1984 Appropriation Act.

1 COMPONENT	FY 19 85	FACILITY PROJECT DATA	2 DATE
USAF			27 Jan 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 6 Lockheed Georgia Co., Marietta, GA	Closure Surface Impoundments Phase II MPC 7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
PE 78011F			1,000.0

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Phase II Closure of Hazardous Waste Impoundments Including Long Lead Procurement and Alternate Treatment System Design	LS			1,000.0
(Appropriation 3010)				

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Design and construct the alternate systems identified in the closure plan (Phase I) of FY 1984. Action will be to mitigate totally the spread of hazardous waste.

NOTE: Funding for this project has been provided to the Air Force out of the Defense Environmental Restoration Account, established by the FY 1984 Appropriation Act.

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1 COMPONENT: USAF	FY 19_85	FACILITY PROJECT DATA	2 DATE: 27 Jan 84

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 3 Tulsa, Ok	Fuel Farm Spill Containment and Cleanup MPC 7000

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
PE 78011F			200.0

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Fuel Farm Spill Containment and Cleanup	LS			200.0
(Appropriation 3010)				

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Construct containment structure to mitigate the spread of fuel spills. Provide cleanup of fuel spill residues. Project will include A&E and long lead procurement.

BASIS OF NEED:

Previous practices have shown the possibility of accidental release of fuel spills to surface impoundments and storm sewers. Instant project is critical to mitigate any such release and provide protective measures.

NOTE: Funding for this project has been provided to the Air Force out of the Defense Environmental Restoration Account, established by the FY 1984 Appropriation Act.

1 COST ESTIMATE	FY 1985	FACILITY PROJECT DATA	2 DATE 27 Jan 84
MCAF			

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
AFP 3, [illegible] as, Tulsa, OK	Install Surfacing orthside Building 63

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
78011F	221-226		173

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Install surfacing north side Building 63	LS			173

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Remove existing gravel and fill material, install 6 inch cement concrete in maintenance area.

BASIS OF NEED

This area is the access for all vehicles maintained by plant personnel. During inclement weather the ruts hold water. Vehicles driving in the area create an F.O.D. problem on the aircraft ramp area.

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1 COMPONENT	FY 19 85 FACILITY PROJECT DATA	2 DATE
USAF		5 May 83

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
Various AF Industrial Facilities	Minor Rearrangement Construction

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST $000
78011F	221-221		100.0

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST $000
Real Property Minor Construction and Alteration	LS			100.0

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Project provides for minor construction and alteration of real property at various Air Force owned aircraft manufacturing activities and is required to provide funds and approval authority necessary to accomodate unanticipated real property modifications required to support production line rearrangements or modifications.

BASIS OF NEED:
Between budget cycles, directed program or production changes dictate minor real property alterations or construction. The majority of work efforts associated with production changes involve relocation or the installation of severable equipment, accessories and auxiliary items involving secondary utilities which are classified as rearrangement as defined by AFR 78-22. However, many times a portion of these rearrangement projects involve some real property minor construction or alteration such as installation of new ventilation, modifications to air conditioning and lighting systems or the relocation or installation of permanent walls and doors. In accordance with DODI 7040.5, the real property portions of rearrangement projects which alter, modify real property installed equipment or systems or extend facilities are funded as investment capital, regardless of cost. At Air Force-owned facilities, investment costs must be funded by the Government.

War Consumables

The funds requested, along with prior funded assets, will provide additional wartime support needed, in the event of hostilities, to sustain operations until such time as production could be expanded to provide the required level of support. Included in this program are auxiliary fuel tanks, missile launchers, pylons, ejector racks, and adapters which are consumed during wartime and peacetime operations.

The following is a breakout, by fiscal year, of the War Consumables program:

(In Millions of Dollars)

	FY 1983	FY 1984	FY 1985	FY 1986
F-4 Aircraft	-	$17.5	-	-
F-15 Aircraft	-	-	3.2	8.5
F-16 Aircraft	119.9	122.7	193.2	230.4
AGM-65 Launchers	-	38.4	39.0	40.5
AGM-88 Launchers	-	2.1	-	1.1
Total War Consumables	119.9	180.7	235.4	280.5

Other Production Charges

This program provides for items, such as Classified Projects, Alternate Mission Equipment, and Range Improvement, that are not directly related to other procurement lines in this appropriation and cannot be reasonably allocated and charged thereto. It also includes items, such as Electronic Countermeasure (ECM) Pods, Precision Location Strike System, LANTIRN, NAVSTAR GPS, that are used by more than one weapon system and managed as end items themselves. The following table provides a comparison, by fiscal year, of the items in this program:

(In Millions of Dollars)

	FY 1983	FY 1984	FY 1985	FY 1986
Classified Projects	566.3	1,039.6	1,316.9	1,307.4
ECM Pods	261.5	301.3	337.1	344.4
Pave Tack	10.5	10.3	-	-
Airborne Video Tape Recorder/ Cockpit TV Sensor	8.2	9.9	7.2	5.8
Alternate Mission Equipment	9.0	14.6	15.3	15.0
Range Improvement	4.2	7.7	5.3	15.1
GBU-15	6.6	-	-	-
LANTIRN	-	-	190.3	384.1
GPU-5/A (30MM Gun Pods)	29.5	27.9	-	-
Classified Avionics Program	89.9	4.0	111.5	80.3
Precision Location Strike System	1.8	-	94.3	85.1
NAVSTAR Global Positioning System	-	-	8.0	41.1
TOTAL OTHER PRODUCTION CHARGES	987.5	1,415.3	2,085.9	2,278.3

Justification for the various line items is as follows:

Classified Projects:

Includes the Air Force Tactical Improvement Program and several National defense projects which are classified Special Access.

ECM Pods:

Includes the procurement of new pods, such as the ALQ-131, and update of inventory pods, such as the ALQ-119, to maintain capability to counter the latest Soviet threats. The pods are used on several tactical strike/reconnaissance aircraft.

Pave Tack:

Pave Tack provides a 24 hour target acquisition/laser designation system for F-4E, RF-4C, and F-111F aircraft. The funds in FY 1984 procure cradles which are required to mate the Pave Tack pod with the F-111F aircraft.

Airborne Video Tape Recorder (AVTR)/Cockpit TV Sensor (CTVS):

The AVTR records all audio available at the aircrew headset and all video displays on the radar/Electro-Optical display and head-up display (HUD). Aircrews, maintenance crews, and combat and training units use the video tape recordings to analyze mission and training results and for maintenance trouble shooting. The AVTR and CTVS will be common to the entire tactical force. The CTVS will replace the existing gun camera which employs film; the advantage is that no film processing is required, making the data available for use immediately after landing. The CTVS will provide imagery data to the AVTR for recording, including a split-screen presentation for multiple video sources.

Alternate Mission Equipment:

The program procures electronic warfare and airborne photography/reconnaissance equipment to provide counter-measure capabilities against changing enemy electronic defenses or for other unpredicted and urgent operational requirements.

Range Improvement:

This is a joint Air Force/Navy program to procure pods which provide accurate kill/no kill data for assessment of tactics and aircrew training at the Air Combat Maneuvering Range. The pod is mounted on a standard launch rail and transmits attitude, airspeed, altitude, angle of attack, and weapons information to ground sites.

GBU -15 Pods:

This program provides a radio frequency link between an aircraft and a GBU-15 Modular Guided Weapon System from weapon launch to impact to enable man-in-the-loop guidance for improved weapon CEP and enhanced aircraft survivability. The pods are used on F-4E and F-111F aircraft to attack heavily defended targets of high military value.

Low Altitude Navigation and Targeting Infrared System for Night (LANTIRN):

Includes procurement of new pods to provide a night, under weather capability on the A-10, F-16, and Dual Role Fighter aircraft to attack ground targets on low level mission in a single pass.

30MM Gun Pods:

These pods will provide a near term, reliable, relatively low cost, easy-to-employ, anti-armor killing weapon for A-7, F-4 and F-16 fighter aircraft.

Classified Avionics Program:

This is a Classified Program and Special Access is required for programmatic details.

Precision Location Strike System (PLSS):

PLSS is designed to locate, identify, and guide standoff weapons or attack aircraft on enemy emitters in all-weather conditions throughout the theater of operations. This effort funds the baseline location mission PLSS. The strike mission funding is provided in the appropriate aircraft and weapon lines in accordance with Congressional intent.

NAVSTAR Global Positioning System:

NAVSTAR GPS is a space-based radionavigation system which will provide users their position (accurate to 16 Meters), velocity (.1 meters per sec) and time (.1 microsecond) or a 24 hour per day, all weather, worldwide basis. The GPS satellite segment is in production and will provide an initial operational capability in FY 1987 and its full capability in FY 1988. The DoD policy is for GPS to replace all existing radionavigation systems on military aircraft by the mid 90's. This appropriation funds NAVSTAR GPS user avionics for all USAF aircraft plus the Air Force share of GPS production start-up costs.

U.S. Contribution to NATO Airborne Early Warning & Control (AEW&C) Program: This contribution provides the U.S. share of costs, for acquisition, operation, and support, of 18 AWACS aircraft, acquisition of basing and modification of European ground radar sites. The United States contributes 42% of the $1,839.7 million (FY 77$) acquisition cost in annual increments through FY 1984. Subsequently, the United States proposes a steady state share ($100.0 million, TY$) of the Operations and Support budget for the program on an annual basis. NATO's acquisition of its own force of 18 AWACS aircraft, to be complemented by 11 United Kingdom Nimrod Airborne Early Warning aircraft, for operations in Europe will make a major improvement in the military effectiveness of the Alliance, particularly against the growing low level air attack threat posed by the Warsaw Pact. This AWACS force, with attendant equipage, basing, and modification to the European ground radar environment, will provide improved air defense and counter-air operations for NATO forces. It will provide deep look surveillance and deterrence of potential Warsaw Pact threats, and improve the military responsiveness of the Alliance through its early warning, surveillance and information distribution capabilities. In wartime, the AWACS will increase the effectiveness of Allied weapon systems while helping to standardize system capabilities. The NATO AWACS will be interoperable with the USAF AWACS, the UK Nimrod AEW, and with both U.S. tactical and European national command and control systems. The unprecedented Alliance-wide commonly funded program is the most practical way for the Alliance to attain an effective Airborne Early Warning capability.

	(In Millions of Dollars)			
	FY 1983	FY 1984	FY 1985*	FY 1986
NATO AEW&C	$186.1	$112.1	0	0

*Note: U.S. contribution will be budgeted in FY 1985 and subsequent years by the U.S. Army as part of the NATO infrastructure since the acquisition phase completes in FY 1984.

COMPARISON OF FY 1983 PROGRAM REQUIREMENTS AS REFLECTED IN FY 1984 BUDGET WITH FY 1983 PROGRAM REQUIREMENTS AS SHOWN IN FY 1985 BUDGET

SUMMARY OF REQUIREMENTS (In Thousands of Dollars)

	Total Program Requirements Per 1984 Budget (Amended)	Total Program Requirements Per 1985 Budget	Increase + or Decrease -
Combat Aircraft	$8,557,300	$8,293,850	-$263,450
Airlift Aircraft	1,116,500	1,108,000	-8,500
Other Aircraft	173,800	173,800	0
Modification of In-Service Aircraft	2,473,600	2,462,750	-10,850
Aircraft Spares and Repair Parts	3,528,000	3,528,400	+400
Aircraft Support Equipment and Facilities	1,746,100	1,731,100	-15,000
Reimbursable Program	378,900	309,248	-69,652
Total Fiscal Year Program	17,974,200	17,607,148	-367,052

EXPLANATION BY BUDGET ACTIVITY

1. Combat Aircraft - (-$263.45 million). The net decrease is the result of: a reappropriation transfer to the FY 1984 Aircraft Procurement Program from the A-10 program (-$288.2 million); approved reprogrammings to Military Personnel, Air Force (MC-130H, + $2.5 million; E-3A, -$10.0 million), to Operations and Maintenance, Air Force (E-3A, -$9.3 million), and to Operations and Maintenance, Defense Agencies (F-5F, -$1.0 million); a revision to reprogramming sources (F-15, +$48.0 million); and below threshold reprogrammings (-$9.45 million).

2. Airlift Aircraft - (-$8.5 million). The decrease is a result of approved reprogrammings to Operations and Maintenance, Air Force (C-5B, -$0.5 million) and a reappropriation transfer to the FY 1984 Aircraft Procurement program (C-130H, -$7.0 million and C-130H Ski-equipped, -$1.0 million).

5. Modification of In-Service Aircraft - (-$10.85 million). The net decrease is due to a reappropriation transfer to the FY 1984 Aircraft Procurement program (KC-135 Re-engining, -$14.0 million) and below threshold reprogrammings (+$3.15 million).

6. Aircraft Spares and Repair Parts - (+$0.4 million). The increase is due to below threshold reprogrammings.

7. Aircraft Support Equipment and Facilities - (-$15.0 million). The net decrease is the result of approved reprogrammings to

Operations and Maintenance, Air Force (War Consumables, -$4.0 million and Common Ground Support Equipment, -$14.9 million) and below threshold reprogrammings (+$3.9 million).

8. Reimbursable Program - (-$69.652 million). The decrease is a result of receipt of fewer customer orders than anticipated.

COMPARISON OF FY 1983 FINANCING AS REFLECTED
IN FY 1984 BUDGET WITH FY 1983 FINANCING AS
SHOWN IN FY 1985 BUDGET

(In Thousands of Dollars)

	Financing Per FY 1984 Amended Budget	Financing Per FY 1985 Budget	Increase(+) or Decrease(-)
Program Requirements	17,974,200	17,607,148	-367,052
Program requirements (Service Account)	(17,595,300)	(17,297,900)	(-297,400)
Program requirements (Reimbursable)	(378,900)	(309,248)	(-69,652)
Less:			
Anticipated Reimbursements	378,900	309,248	-69,652
Reappropriation	170,000	170,000	0
Add:			
Transferred to other accounts	132,100	119,300	-12,800
Reduction pursuant to P.L. 97-377	101,100	101,100	0
Unobligated Balance to finance subsequent year budget line		310,200	+310,200
Appropriation Rescission		185,000	+185,000
Appropriation	17,658,500	17,843,500	+185,000

EXPLANATION OF CHANGES IN FINANCING

The Fiscal Year 1983 program has decreased $367,052 thousand since submission of the FY 1984 Amended Budget. Adjustments by category of financing are explained below.

1. Anticipated Reimbursements. The decrease of $69,652 thousand is due to receipt of fewer customer orders than anticipated.

2. Transfer to Other Accounts. The increase of $12,800 thousand is due to Congressional denial of proposed reprogramming sources.

3. Unobligated Balance to Finance Subsequent Year Budget Plans. The decrease of $310,200 thousand is a financing adjustment per Congressional direction as specified in PL. 97-377. This adjustment reflects Congressional reappropriation transfers to the FY 1984 Aircraft Procurement program from A-10 (-$266,200 million), C-130H (-$7,000 thousand), C-130H Ski-equipped (-$1,000 thousand), and the KC-135 Re-engining rectification -$14,000 thousand).

4. Appropriation Rescission. The increase of $185,000 thousand in financing is based on the Congressional rescission of E-1F procurement funding as part of the approval of economic order quantity procurement for the E-1E program in the FY 1983 Supplemental Request.

5. Appropriation. The increase of $185,000 thousand is for E-1F advance procurement funding for economic order quantity items.

COMPARISON OF FY 1984 PROGRAM REQUIREMENTS AS REFLECTED IN FY 1984 BUDGET WITH FY 1984 PROGRAM REQUIREMENTS AS SHOWN IN FY 1985 BUDGET

SUMMARY OF REQUIREMENTS (In Thousands of Dollars)

	Total Program Requirements Per 1984 Budget (Amended)	Total Program Requirements Per 1985 Budget	Increase + or Decrease -
Combat Aircraft	$10,473,500	$10,202,000	-$271,500
Airlift Aircraft	1,349,500	1,519,000	+169,500
Trainer Aircraft	5,800	5,800	0
Other Aircraft	240,700	172,400	-68,300
Modification of In-Service Aircraft	3,208,800	2,626,310	-582,490
Aircraft Spares and Repair Parts	5,128,800	4,609,400	-519,400
Aircraft Support Equipment and Facilities	2,300,090	2,252,800	-47,290
Revised Economic Assumptions	-201,000	0	+201,000
Reimbursable Program	406,000	275,020	-130,980
Total Fiscal Year Program	$22,912,190	$21,662,730	-1,249,460

EXPLANATION BY BUDGET ACTIVITY

1. Combat Aircraft - (-$271.5 million). The net decrease was partially a result of Congressional adjustments to the FY 1984 request (-$178.8 million): F-15, -$545.7 million; F-16, +$405.3 million; Tactical Fighter Derivative, -$21.4 million; and KC-10, -$17.0 million. The balance of the adjustment consists of a reduction based on revised economic assumptions (-$95.4 million) and below threshold reprogrammings (+$2.7 million).

2. Airlift Aircraft - (+$169.5 million). The net increase is the result of Congressional adjustments to the FY 1984 request (C-130H, +$171.0 million and C-12D, +$11.8 million, and of a reduction based on revised economic assumptions (-$13.3 million).

4. Other Aircraft - (-$68.3 million). The decrease is a result of Congressional adjustments to the FY 1984 request (HH-60D, -$25.9 million and TR-1/U-2, -$40.8 million) and of a reduction based on revised economic assumptions (-$1.6 million).

5. Modification of In-Service Aircraft - (-$582.49 million). The net decrease is a result of: Congressional adjustments to numerous modification programs in the FY 1984 request (-$544.9 million), a reduction based on revised economic assumptions (-$23.6 million), below threshold reprogrammings (+$1.51 million), and an anticipated reprogramming (-$15.5 million).

6. Aircraft Spares and Repair Parts - (-$519.4 million). The decrease is the result of Congressional adjustments to the FY 1984 request (-$469.6 million), a reduction based on revised economic assumptions (-$45.6 million), and below threshold reprogrammings (-$4.2 million).

7. Aircraft Support Equipment and Facilities - (-$47.29 million). The net decrease is a result of: Congressional adjustments to the FY 1984 request (Industrial Responsiveness, -$38.29 million and Other Production Charges, +$12.51 million), a reduction based on revised economic assumptions (-$21.5 million), and a below threshold reprograming (-$0.01 million).

8. Revised Economic Assumptions - (+$201.0 million). This is an offsetting entry to reflect the above-mentioned distribution of reductions to the FY 1984 request based on revised economic assumptions.

9. Reimbursable Program - (-$130.98 million). The decrease is a result of fewer customer orders than anticipated.

COMPARISON OF FY 1984 FINANCING AS REFLECTED
IN FY 1984 BUDGET WITH FY 1984 FINANCING AS
SHOWN IN FY 1985 BUDGET

(In Thousands of Dollars)

	Financing Per FY 1984 Amended Budget	Financing Per FY 1985 Budget	Increase(+) or Decrease(-)
Program Requirements	22,912,190	21,662,730	-1,249,460
Program requirements (Service Account)	(22,506,190)	(21,387,710)	(-1,118,4890)
Program requirements (Reimbursable)	(406,000)	(275,020)	(-130,980)
Less:			
Anticipated Reimbursements	406,000	275,020	-130,980
Feappropriation	0	323,100	+323,100
Add:			
Transferred to other accounts	-	15,500	+15,500
Appropriation	22,506,190	21,080,110	-1,426,080

EXPLANATION OF CHANGES IN FINANCING

The Fiscal Year 1984 program has decreased $1,249,460 thousand since submission of the FY 1984 budget. Adjustments by category of financing are explained below:

1. Anticipated Reimbursements. The decrease of $130,980 thousand is due to a revised estimated of customer orders.

2. Reappropriation. The increase is due to a Congressionally directed transfer of $323,100 thousand from FY 1983 (A-10, $288,200 thousand; C-130H, $7,000 thousand; C-130H ski-equipped, $1,000 thousand; and KC-135 Re-engining, $14,000 thousand) and from FY 1982 (Civil Reserve Air Fleet, $12,900 thousand).

3. Transferred to Other Accounts. The decrease of $15,500 thousand is due to an anticipated reprogramming from the Aircraft Modification account.

4. Appropriation. The decrease of $1,426,080 thousand is the result of Congressional adjustments to the FY 1984 Amended Budget.

FLIGHT SIMULATOR PROCUREMENT PROGRAM
(Dollars in Millions)

APPROPRIATION: Aircraft Procurement, Air Force

Weapon System	Type	P-1 Line Item	FY 83 & Prior Qty	FY 83 & Prior Amt	FY 84 Qty	FY 84 Amt	FY 85 Qty	FY 85 Amt	FY 86 Qty	FY 86 Amt	FY 87 Qty	FY 87 Amt
B-1B	WST & MT	61					3	145.7	4	127.5		1.6
	CPT	61						1.8				
	Spares	60						10.4		8.5		
	TOTAL						3	157.9	4	136.0		1.6
C-5	WST/CPT	16	1/1	89.5			4/3	102.0	2/0	40.7		
	ARPTT	61					3	19.4				
	Spares	60				.1		1.1				
	TOTAL		1/1	89.5		.1	7/3	122.5	2/0	40.7		
C-141	ARPTT	61					3	19.5				
	CPT	61		191.8								
	Spares	60				.1		1.1				
	TOTAL			191.8		.1	3	20.6				
EF-111A	OFT	61				2.9	1	23.4				
	Spares	60				5.8						
	TOTAL					8.7	1	23.4				
F-15C/D	OFT	5	16	156.1	2	29.5			2	59.7	2	33.4
	CPT	5						.5		.9		1.2
	MTE	5						47.8		57.6		19.1
	TOTAL		16	156.1	2	29.5		48.3	2	118.2	2	53.7
F-16C/D	OFT (MYP)	7	13	208.5	1	42.5	7	141.4	5	100.3	5	193.9
	PTT	7						.3		.4		.4
	MTE	7						59.7		40.9		31.7
	TOTAL		13	208.5	1	42.5	7	201.4	5	141.6	5	226.0
KC-10A	MS	10	2	34.9			1	22.3				
	CPT/BOPTT	10	2/2	8.1			1/1	4.0				
	TOTAL		2/2/2	43.0			1/1/1	26.3				

Exhibit P-43

FLIGHT SIMULATOR PROCUREMENT PROGRAM
(Dollars in Millions)

APPROPRIATION: Aircraft Procurement, Air Force

Weapon System	Type	P-1 Line Item	FY 83 & Prior Qty	FY 83 & Prior Amt	FY 84 Qty	FY 84 Amt	FY 85 Qty	FY 85 Amt	FY 86 Qty	FY 86 Amt	FY 87 Qty	FY 87 Amt
T-46A	OFT	24								2.0	3	2.2
	TOTAL									2.0	3	2.2
A-10	PTT	61										
	TOTAL											
HH-60D/E	WST	26										
	Spares	60										
	Total											
F-4	PTT	61									6	2.7
	Total										6	2.7
TOTAL				688.9		80.9		600.4		438.5		326.5

Exhibit P-43

FLIGHT SIMULATOR PROCUREMENT PROGRAM
(Dollars in Millions)

APPROPRIATION: Aircraft Procurement, Air Force

Weapon System	Type	P-1 Line Item	FY 88 Qty	FY 88 Amt	FY 89 Qty	FY 89 Amt	Cost to Complete Qty	Cost to Complete Amt	Total Cost Qty	Total Cost Amt
B-1B	WST & MT	61		1.7		5.3			7	281.8
	CPT	61								1.8
	Spares	60								18.9
	TOTAL			1.7		5.3			7	302.5
C-5	WST/CPT	16							7/4	232.2
	ARPTT	61							3	19.4
	Spares	60								1.2
	TOTAL								10/4	252.8
C-141	ARPTT	61							3	19.5
	CPT	61								191.8
	Spares	60								1.2
	TOTAL								3	212.5
EF-111A	OFT	61							1	26.3
	Spares	60								5.8
	TOTAL								1	32.1
F-15C/D	OFT	5	2	35.3					24	314.0
	CPT	5		1.2						3.8
	MTE	5		23.7		.5				148.0
	TOTAL		2	60.2		.5			24	465.8
F-16C/D	OFT (MYP)	7	5	152.9		144.6			36	984.1
	PTT	7		.5		.5				2.1
	MTE	7		33.4		35.3		296.6		497.6
	TOTAL		5	186.8		180.4		296.6	36	1,483.8
KC-10A	MS	10							3	57.2
	CPT/BOPTT	10							3/3	12.1
	TOTAL								3/3/3	69.3

Exhibit P-43

FLIGHT SIMULATOR PROCUREMENT PROGRAM
(Dollars in Millions)

APPROPRIATION: Aircraft Procurement, Air Force

Weapon System	Type	P-1 Line Item	FY 88 Qty	FY 88 Amt	FY 89 Qty	FY 89 Amt	Cost to Complete Qty	Cost to Complete Amt	Total Cost Qty	Total Cost Amt
T-46A	OFT	24	3	24.2	3	23.5	1	7.8	10	81.7
	TOTAL		3	24.2	3	23.5	1	7.8	10	81.7
A-10	PTT	61	1	10.6					1	10.6
	TOTAL		1	10.6					1	10.6
HH-60D/F	WST	26				4.1	1	48.1	1	52.2
	Spares	60						2.9		2.9
	TOTAL					4.1	1	51.0	1	55.1
F-4	PTT	61							6	20.7
	TOTAL								6	20.7
TOTAL				283.5		213.8		355.4		2,986.9

LEGEND:

AGPTT	Aerial Gunnery Part Task Trainer
APPTT	Aerial Refueling Part Task Trainer
BOPTT	Boom Operator Part Task Trainer
CPT	Cockpit Procedures Trainer
MS	Mission Simulator
MTE	Maintenance Training Equipment
OFT	Operational Flight Trainer
PTT	Part Task Trainer
WST	Weapon System Trainer

Exhibit P-43

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-83 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFIC TION TITLE AND NO ALCM-CARRIER AIRCRAFT, MN-3022

MODELS OF AIRCRAFT AFFECTED B-52G H

DESCRIPTION/JUSTIFICATION PROVIDES THE B-52G H AIRCRAFT WITH THE CAPABILITY TO CARRY AND LAUNCH THE AIR LAUNCHED CRUISE MISSILE PROVIDES FOR EXTERNAL CARRIAGE FOR 99 B-52G AIRCRAFT AND EXTERNAL CARRIAGE BEGINNING IN FY 1983 FOR 96 B-52H AIRCRAFT FUNDING FOR INTERNAL MODIFICATION IS SEPARATELY IDENTIFIED

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	146	405 4	27	65 0	22	67 1					195	537 5
BASIS FOR COST ESTIMATE												
NONRECURRING		23 0		5 2		7 7						35 9
KITS	146	113 0	27	21 8	22	20 4					195	158 2
DATA		14 4		11 0								25 4
TRAINER		11 3										11 3
SUPPORT EQUIP		49 2				5 9						55 1
TOOLING		37 0										37 0
PYLON		134 5	40)	27 0	(46)	33 1						214 6
TOTAL	146	405 4	27	65 0	22	67 1					195	537 5

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 26 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT AIR FORCE

MODIFICATION TITLE AND NO ALCM-CARRIER (INTERNAL), MN-3142

MODELS OF AIRCRAFT AFFECTED B-52H

DESCRIPTION/JUSTIFICATION (U) MODIFIES 96 B-52H AIRCRAFT WITH PROVISIONS FOR INTERNAL AIR LAUNCHED CRUISE MISSILE (ALCM) CARRIAGE AND PROCURES THE COMMON STRATEGIC ROTARY LAUNCHER (CSRL) FOR INTERNAL CARRIAGE OF ALCM, SRAM, AND GRAVITY WEAPONS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			2	10 0	14	79 8	47	147 0	140	413 9	203	650 7
BASIS FOR COST ESTIMATE												
NONRECURRING						16.5		7 1		27.9		51 5
KITS			1	5 0	6	16 5	22	68 4	67	244 9	96	334 8
DATA						1 3		.3		.1		1 7
SUPPORT-EQUIP										4 2		4.2
SIM/TRAINER								27 0		16 5		45 5
SUPPORT EQUIP						5 2		15 2		38 8		59 2
TOOLING						30 0						30 0
CSR LAUNCHER			1	5 0	8	10 3	25	29 0	73	79 5	107	123 8
TOTAL			2	10 0	14	79 8	47	147 0	140	413 9	203	650.7

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 23 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO B-52G PAVE MINT, MN-3152

MODELS OF AIRCRAFT AFFECTED B-52G

DESCRIPTION/JUSTIFICATION PROVIDES AN UPDATE TO THE ALQ-117 ELECTRONIC COUNTERMEASURES SET FOR THE B-52G AIRCRAFT TO COUNTER AIRBORNE AND GROUND-BASED FIRE CONTROL AND MISSILE RADARS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
				6 0	27	105 9	2	6 2	56	227 6	85	347 7
BASIS FOR COST ESTIMATE												
NONRECURRING				1 4								1 4
KITS					27	105 9	2	6 2	56	227 6	85	341 7
DATA				2 3								2 3
SUPPORT EQUIP				2 3								2 3
TOTAL				6 0	27	105 9	2	8 2	36	227 6	85	347 7

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AFSATCOM TERM UPGRADE/DUAL MODEM

MODELS OF AIRCRAFT AFFECTED B-52G/H

DESCRIPTION/JUSTIFICATION CIRCUIT CARD REPLACEMENT IN AFSATCOM TERMINAL DUAL MODEM REQUIRED FOR TRANSITION TO MILSTAR, RESOLVE A POTENTIAL HIGH FREQUENCY INTERFERENCE PROBLEM, CORRECT FOT&E DEFICIENCIES AND PROVIDE COMPATIBILITY WITH AFSAT TRANSPONDER ON SDS SPACECRAFT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							264	14.0			264	14.0
BASIS FOR COST ESTIMATE												
NONRECURRING								4.1				4.1
KITS							264	9.0			264	9.0
DATA								.1				.1
SUPPORT-EQUIP								.8				.8
TOTAL							264	14.0			264	14.0

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 11 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ALQ-172 ECM

MODELS OF AIRCRAFT AFFECTED B-52H

DESCRIPTION/JUSTIFICATION IMPROVES CAPABILITY TO PROVIDE DEFENSE AGAINST EXISTING AND PROJECTED AIRBORNE INTERCEPTOR THREATS PROVIDES ADVANCED ECM TECHNIQUES, SOFTWARE REPROGRAMMABILITY, AND INCREASED POWER

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			2	51 8	10	100 7	23	113 4	61	275 9	96	541 8
BASIS FOR COST ESTIMATE												
NONRECURRING				5 4								5 4
KITS			2	9 0	10	68 4	23	113 4	61	275 9	96	466 7
DATA				4 9		5 5						10 4
SIM/TRAINER					(9)	8 7						8 7
TRAINER				4 3		5 3						9 6
SUPPORT EQUIP				15 9		12 8						28 7
TOOLING				7 8								7 8
MOD OF SPARES				4 5								4 5
TOTAL			2	51 8	10	100 7	23	113 4	61	275 9	96	541 8

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO CONVENTIONAL WEAPONS MANAGEMENT

MODELS OF AIRCRAFT AFFECTED B 52G

DESCRIPTION/JUSTIFICATION THIS PROGRAM PROVIDES AN INTEGRATED CONVENTIONAL STORES MANAGEMENT SYSTEM USING MILITARY STANDARD 1760 SPECIFICATIONS FOR THE NON ALCM B-52S THE SYSTEM IS INTEGRATED INTO THE OFFENSIVE AVIONICS SYSTEM SOFTWARE AND WILL ENABLE THE B-52G TO CARRY, PROGRAM, AND LAUNCH NEW CONVENTIONAL WEAPONS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
								10 8	69	81 9	69	92 7
BASIS FOR COST ESTIMATE												
NONRECURRING							(1)	10 8				10 8
KITS									69	61 9	69	61 9
DATA										5 0		5 0
SUPPORT-EQUIP										15 0		15 0
TOTAL								10 8	69	81 9	69	92 7

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 16 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO VLF/LF RECEIVERS

MODELS OF AIRCRAFT AFFECTED B-52 G/H

DESCRIPTION/JUSTIFICATION VLF/LF MINIATURIZED RECEIVE TERMINALS (MRT) WILL BE PROVIDED FOR THE B-1,B-52, AND FB-111 ADDS A DIRECT VLF/LF RECEPTION CAPABILITY TO THE BOMBER FORCE THE MRT WILL BE SECURE AND WILL INCORPORATE SIGNAL COMBINING AND MEECN MESSAGE PROCESSING MODE (MMPM)

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							35	27 0	170	147 8	205	174 8
BASIS FOR COST ESTIMATE												
KITS							35	27 0	170	147 8	205	174 8
TOTAL							35	27 0	170	147 8	205	174 8

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ENVIRONMENTAL CONTROL SYSTEM, MN-11402B

MODELS OF AIRCRAFT AFFECTED B-52G/H

DESCRIPTION/JUSTIFICATION UPGRADES THE EXISTING UNRELIABLE AND COSTLY ENVIRONMENTAL CONTROL SYSTEM WITH A NEW TECHNOLOGY, HIGHLY RELIABLE SYSTEM THE PRESENT SYSTEM IS VERY TROUBLESOME AND WILL BECOME UNSUPPORTABLE IN THE NEAR-TERM THIS MOD WILL PROVIDE UPGRADED BLEED AIR TEMPERATURE REGULATION, ZONE TEMPERATURE CONTROL/CABIN AIR DISTRIBUTION CONSISTS OF PNEUMATIC SYSTEMS PRECOOLER CONTROL SYSTEM UPDATE AND NEW ENVIRONMENTAL CONTROL UNIT (ECU) CONFIGURATION UPDATE TO ALLOW DELETION OF ODS/FRODS ON THE B-52H ALCM CAPABLE AIRCRAFT

SCOPE OF P OGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	35	57 5	63	36 3	62	33 7	45	26 3			205	153 8
BASIS FOR COST ESTIMATE												
NONRECURRING		23 2										23 2
KITS	35	28 8	63	35 4	62	33.6	45	26.2			205	124 0
DATA		2 5		1		1		1				2 8
TRAINER		2		8								1 0
SUPPORT EQUIP		2 8										2 8
TOTAL	35	57 5	63	36 3	62	33 7	45	26 3			205	153 8

METHOD OF INPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT AIR FORCE

MODIFICATION TITLE AND NO RADAR UPGRADE, MN-11408B

MODELS OF AIRCRAFT AFFECTED B-52 G/H

DESCRIPTION/JUSTIFICATION WILL UPGRADE EXISTING RADAR BY REPLACING OUTDATED, UNRELIABLE ITEMS WITH SOLID-STATE COMPONENTS AN INTERIM MODIFICATION AND SPECIAL SUPPORT ACTIONS ARE REQUIRED TO ASSURE RADAR SUPPORT BEYOND FY 85 MODIFICATION IS DRIVEN BY R&M/SUPPORT REQUIREMENTS, SOME ACCURACY AND RESOLUTION IMPROVEMENTS WILL ACCRUE DUE TO UPDATED COMPONENTS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			2	65 5	62	124 2	63	79 5	78	99 4	205	368 6
BASIS FOR COST ESTIMATE												
NONRECURRING				28 6		11 8						40 4
KITS			2	6 0	62	75 0	63	72 5	78	89 7	205	243 2
DATA				16 6		19 0				9 7		45 3
SUPPORT EQUIP				9 6		12 7						22 3
TOOLING				4 7								4 7
SIMULATORS						5 7		7 0				12 7
TOTAL			2	65 5	62	124 2	63	79 5	78	99 4	205	368 6

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 20 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO MODERNIZE DEFENSIVE FIRE CONTROL, MN-12613B

MODELS OF AIRCRAFT AFFECTED B-52G

DESCRIPTION/JUSTIFICATION THE FAILURE RATE OF THE ASG-15 FIRE CONTROL SYSTEM IS INCREASING RAPIDLY AS WELL AS THE CONDEMNATION RATE OF THE COMPONENTS THIS MODIFICATION WILL REDUCE THE NUMBER OF LINE REPLACEABLE UNITS, UPDATE THE SYSTEM TO CURRENT TECHNOLOGY, AND PROVIDE LOGISTICALLY SUPPORTABLE SYSTEMS MODIFICATION WILL IMPROVE THE FIRE-OUT RATE FROM 50% TO 80% AND INCREASE THE MTBF FROM THE PRESENT 6 HOURS TO AN ESTIMATED 100 HOURS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
		2 0		13 0	69	42 0					69	57 0
BASIS FOR COST ESTIMATE												
NONRECURRING		2 0	(5)	13 0								15 0
KITS					69	32 9					69	32 9
DATA						3 1						3 1
TRAINER						2 0						2.0
SUPPORT EQUIP						4 0						4 0
TOTAL		2 0		13 0	69	42 0					69	57 0

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AUTOMATIC FLIGHT CONTROL UPDATE, MN-18420A

MODELS OF AIRCRAFT AFFECTED B-52G/H

DESCRIPTION/JUSTIFICATION PRESENT AUTOPILOT IS BECOMING UNSUPPORTABLE AND IS SUBJECT TO UNSCHEDULED PITCH-UP/DOWN IN LOW-LEVEL AND AERIAL REFUELING MODES, ROLL WALLOW, AND YAW OSCILLATIONS MODIFICATION REPLACES ALTITUDE AND PARAMETER CONTROLS, MAIN AMPLIFIER, SERVO CONTROL AND STEERING COUPLER WITH A SOLID STATE LRU MODIFICATION WILL IMPROVE CURRENT 18 HOUR MEAN TIME BETWEEN MAINTENANCE ACTIONS TO 100 HOURS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							2	20 2	203	46 3	205	66 5
BASIS FOR COST ESTIMATE												
NONRECURRING								4 6				4 6
KITS							2	7	203	36 4	205	37 1
DATA								4 3				4 3
SUPPORT-EQUIP								4 3		5 6		9 9
SIM/TRAINER								6 3		4 3		10 6
TOTAL							2	20 2	203	46 3	205	66 5

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO FUEL QUANTITY INDICATING SYSTEM, MN-18421B

MODELS OF AIRCRAFT AFFECTED B-52G/H

DESCRIPTION/JUSTIFICATION REPLACES THE FUEL QUANTITY INDICATORS WITH SOLID STATE UNITS, REPLACES THE PROBES WITH FULL HEIGHT COMPENSATED TANK UNITS, AND, REPLACES ALL FUEL QUANTITY SYSTEM WIRING THE PROBES AND WIRING HAVE SERIOUSLY DETERIORATED AND WILL BE UNSUPPORTABLE IN THE NEAR TERM EXCESSIVE MAINTENANCE COSTS ARE BEING INCURRED IN REPAIRING THE EXISTING SYSTEM

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	100	16 9	63	5 3	63	5 8					226	28 0
BASIS FOR COST ESTIMATE												
NONRECURRING		3 9										3 9
KITS	100	8 3	63	5 1	63	5 6					226	19 0
DATA		1 7		2		2						2 1
TRAINER		5										5
SUPPORT EQUIP		2 5										2 5
TOTAL	100	16 9	63	5.3	63	5 8					226	28 0

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 20 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO EVS FLIR DIGITAL SIGNAL PROCESSOR, MN-42005B

MODELS OF AIRCRAFT AFFECTED B-52G/H

DESCRIPTION/JUSTIFICATION REPLACES EXISTING FLIR SIGNAL PROCESSOR WITH A DIGITAL PROCESSOR MODIFICATION IS ESSENTIAL TO IMPROVE RELIABILITY FOR TERRAIN AVOIDANCE MISSIONS RELIABILITY WILL IMPROVE FROM PRESENT 200 HOURS TO 3700 HOURS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			2	13 5	132	11 7	71	6 2			205	31 4
BASIS FOR COST ESTIMATE												
NONRECURRING				6 6								6 6
KITS			2	2	132	10 2	71	5 9			205	16 3
DATA				1 5		6		3				2 4
SUPPORT EQUIP				2 0		9						2 9
TOOLING				5								5
SIMULATORS				2 7								2 7
TOTAL			2	13 5	132	11 7	71	6 2			205	31 4

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 28 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO CHAFF/FLARE UPGRADE (EW TRAINER), MN-59110B

MODELS OF AIRCRAFT AFFECTED B-52

DESCRIPTION/JUSTIFICATION REPLACES EXISTING MECHANICAL CHAFF/FLARE SYSTEM IN EW (T-4) TRAINER TO OBTAIN SYSTEM SIMULATION CONSISTENT WITH THE AIRCRAFT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					15	2 3					15	2 3
BASIS FOR COST ESTIMATE												
NONRECURRING					1	9					1	9
KITS					14	6					14	.6
DATA						8						8
TOTAL					15	2 3					15	2.3

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AFSATCOM TERMINAL UPGRADE

MODELS OF AIRCRAFT AFFECTED FB-111

DESCRIPTION/JUSTIFICATION COMMAND POST (CP) UPGRADE MODIFICATION WILL PROVIDE NEW PROCESSORS AND MODEMS, REPLACE THE HIGH POWER AMPLIFIER, AND INSTALL THE KI-35 TRANSMISSION SECURITY DEVICE REQUIRED FOR IMPROVED PERFORMANCE IN A JAMMING ENVIRONMENT, OPERATION WITH THE DSCS SINGLE CHANNEL TRANSPONDER, AND FOR COMPATIBILITY WITH MILSTAR

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							62	36			62	36
BASIS FOR COST ESTIMATE												
NONRECURRING							1	5			1	5
KITS							61	30			61	30
DATA								1				1
TOTAL							62	36			62	36

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ELECTRONIC COUNTER MEASURES UPGRADE

MODELS OF AIRCRAFT AFFECTED FB-111

DESCRIPTION/JUSTIFICATION THIS MODIFICATION UPGRADES AND AUGMENTS TH CURRENT FB-111A SYSTEM TO COUNTER A NEW GENERATION OF ELECTRONIC THREATS CHANGES WILL PROVIDE INCREASED THREAT RECOGNITION AND APPROPRIATE COUNTER MEASURES TO COMBAT THE NEW/MODIFIED THREATS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL[1]	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							15	8.3	40	9 7	55	18 0
BASIS FOR COST ESTIMATE												
NONRECURRING								5				.5
KITS							15	7 0	40	9 7	55	16 7
DATA								5				.5
SUPPORT-EQUIP								3				3
TOTAL							15	8 3	40	9 7	55	18 0

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO UPDATE MODIFICATIONS

MODELS OF AIRCRAFT AFFECTED B-1B

DESCRIPTION/JUSTIFICATION AIRCRAFT REQUIRE MODIFICATIONS TO CORRECT DEFICIENCIES REVEALED DURING DEVELOPMENT TESTING AND INITIAL OPERATIONAL USE CORRECTIONS ARE INCORPORATED INTO PRODUCTION AT THE EARLIEST TIME UPDATE MODIFICATIONS ARE REQUIRED TO MAINTAIN CONFIGURATION CONTROL OF DELIVERED AIRCRAFT AND THOSE TOO FAR INTO PRODUCTION FOR INCORPORATION

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
								13 9		17 2		31 1
BASIS FOR COST ESTIMATE												
AIRCRAFT								13 9		17 2		31 1
TOTAL								13 9		17 2		31 1

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 0 MONTHS

B-1B

Update Modifications, FY 86/37

These modifications are expected to include replacement of the Open Loop Oxygen Generating System (OLOGS) with the Molecular Sieve OGS (MSOGS); a stall inhibitor system, an aircraft battery power subsystem and correction of radio frequency management deficiencies.

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPPIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO: AIM-9L CAPABILITY

MODELS OF AIRCRAFT AFFECTED A-7

DESCRIPTION/JUSTIFICATION: THE A-7 IS BEING PROVIDED A SELF-DEFENSE AIR-TO-AIR CAPABILITY USING THE AIM-9L MISSILE THE MODIFICATION WILL INCLUDE ONLY A LIMITED POINT AND SHOOT CAPABILITY

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							360	3 3			360	3 3
BASIS FOR COST ESTIMATE:												
NONRECURRING							1	2			1	2
KITS							359	3 0			359	3 0
DATA								1				1
TOTAL							360	3 3			360	3 3

METHOD OF IMPLEMENTATION: INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO TF-41 HOT SECTION, MN-11407A

MODELS OF AIRCRAFT AFFECTED A-7D/TF-41 ENGINE

DESCRIPTION/JUSTIFICATION THE TF-41 HAS HAD SERIOUS PROBLEMS WITH FAILURES IN THE HOT SECTION, IN MANY CASES DIRECTLY RELATED TO THE SECOND-STAGE HIGH PRESSURE TURBINE BLADE NUMEROUS FAILURES HAVE RESULTED IN A SAFETY-OF-FLIGHT PROBLEM AND GROUNDING OF AIRCRAFT WHILE THE ENGINE WAS FORCED INTO THE OVERHAUL LINE THIS MODIFICATION PROVIDES A LONG TERM CORRECTION FOR THE HIGH PRESSURE TURBINE FAILURES BY REDESIGNING HPT-1 AND HPT-2 BLADES AND INTRODUCES A THREE-CHANNEL HPT-1 WHEEL

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	245	43 8	180	33 1	173	35 6					598	112 5
BASIS FOR COST ESTIMATE												
KITS	219	36 7	168	30 9	161	33 1					548	100 7
SUPPORT EQUIP		4										4
TOOLING		2 4										2 4
MOD OF SPARES	26	4 3	12	2 2	12	2 5					50	9 0
TOTAL	245	43 8	180	33 1	173	35 6					598	112 5

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AIM-9L CAPABILITY

MODELS OF AIRCRAFT AFFECTED A-10A

DESCRIPTION/JUSTIFICATION THE A-10 IS BEING PROVIDED A SELF-DEFENSE AIR-TO-AIR CAPABILITY USING THE AIM-9L MISSILE THE MODIFICATION WILL INCLUDE ONLY A LIMITED POINT AND SHOOT CAPABILITY

SCOPE OF PROGRAM

	PRIOR		FY-84		FY 85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
						2 3	170	9 8	460	17 9	630	30 0
BASIS FOR COST ESTIMATE												
NONRECURRING						2 2						2 2
KITS							170	2 6	460	6 1	630	8 7
DATA						1						1
LAUNCHERS							(170)	3 4		11 8		15 2
TOOLING								3 8				3 8
TOTAL						2 3	170	9 8	460	17 9	630	30 0

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO CHEM-BIO

MODELS OF AIRCRAFT AFFECTED A-10

DESCRIPTION/JUSTIFICATION PROVIDES INTEGRATION OF CHEMICAL DEFENSE EQUIPMENT REQUIRED TO PROVIDE AIRCREW EYE/RESPIRATORY IN A CHEMICAL ENVIRONMENT. THE NEW OXYGEN SYSTEM PROVIDES POSITIVE PRESSURE BREATHING AIR WHICH REDUCES AIRCREW FATIGUE

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							50	2 0	590	6 6	640	8.6
BASIS FOR COST ESTIMATE												
NONRECURRING							1	1			1	.1
KITS							43	6	590	6 6	639	7.2
DATA								1				.1
SUPPORT-EQUIP								1 2				1 2
SIM/TRAINER								*				
TOTAL							50	2 0	590	6 6	640	8 6

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 9 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION: AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO: OUTER WING FATIGUE RESKIN, MN-10338B

MODELS OF AIRCRAFT AFFECTED: A-10A

DESCRIPTION/JUSTIFICATION: DURING ACCELERATED TESTING TO DETERMINE FATIGUE LIMITS OF THE AIRFRAME, A MAJOR FAILURE OCCURRED ON THE LEFT TEST WING THE LOWER SKIN, 25 INCHES OUT-BOARD OF THE LANDING GEAR POD, COMPLETELY FAILED FROM THE FRONT SPAR TO THE REAR SPAR, ALONG WITH A'L THREE LOWER SPAR CAPS AND THE UPPER FRONT SPAR CAP. THE INCIDENT OCCURRED DURING AN EXTENDED TEST PROGRAM TO 2 3 LIFETIMES (13,800 HRS)

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	139	15 6			35	2 5	35	2 8	105	8.8	314	29 7
BASIS FOR COST ESTIMATE:												
NONRECURRING	2	1 4									2	1 4
KITS	137	9.8			35	2.5	35	2 8	105	8 8	312	23.9
DATA		.2										.2
TOOLING		4 2										4.2
TOTAL	139	15.6			35	2 5	35	2.8	105	8.8	314	29 7

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO: STABILITY AUGMENTATION SYSTEM (SAS), MN-10341B

MODELS OF AIRCRAFT AFFECTED A-10A

DESCRIPTION/JUSTIFICATION: WITH THE EARLY PRODUCTION STABILITY AUGMENTATION SYSTEM (SAS), IT IS EXTREMELY DIFFICULT TO MAKE ACCURATE AZIMUTH CORRECTIONS DURING WEAPONS DELIVERY SLOW, SMOOTH INPUTS HELP TO ALLEVIATE THIS PROBLEM, BUT THIS REQUIRES LONGER TARGET TRACKING TIMES WHICH ADVERSELY IMPACT SURVIVABILITY UNDER COMBAT CONDITIONS AN IMPROVEMENT TO THE EARLY SAS DESIGN WAS INCORPORATED INTO PRODUCTION THIS MODIFICATION WILL RETROFIT THE NEW SAS INTO THE OLDER AIRFRAMES

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	72	5 9			50	3 6	54	4.3			176	13.8
BASIS FOR COST ESTIMATE												
NONRECURRING	1	9									1	.9
KITS	71	4 0			50	3 6	54	4 3			175	11.9
DATA		2										.2
SUPPORT-EQUIP		7										.7
SIM/TRAINER		1										.1
TOTAL	72	5 9			50	3.6	54	4.3			176	13.8

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO INTEGRATED DRIVE GENERATOR, MN-10347B

MODELS OF AIRCRAFT AFFECTED A-10

DESCRIPTION/JUSTIFICATION: THE INTEGRATED DRIVE GENERATOR HAS BEEN A MAJOR CONTRIBUTOR TO MISSION ABORTS, INFLIGHT EMERGENCIES, AND HIGH MAINTENANCE TIME. THE UNIT WILL BE MODIFIED TO INCREASE CAPACITY AND OIL COOLING CAPABILITY. THESE CHANGES WILL PROVIDE A TENFOLD INCREASE IN RELIABILITY

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					1	1.0	149	3.6	489	9.8	639	14.4
BASIS FOR COST ESTIMATE												
NONRECURRING					1	.6					1	.6
KITS							149	3.6	489	9.8	638	13.4
DATA						2						.2
SUPPORT-EQUIP						2						2
TOTAL					1	1.0	149	3.6	489	9.8	639	14.4

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 8 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ALE-40 CORRECTION OF DEFICIENCIES, MN-10348B

MODELS OF AIRCRAFT AFFECTED A-10

DESCRIPTION/JUSTIFICATION THE ALE 40 ACCESS PANEL IS NOT SEALED AND WATER INTRUSION IS CAUSING CORROSION OF THE CHAFF AND FLARE FIRING CIRCUITS THIS CONDITION LEADS TO MISFIRES OR NO FIRING ADDTIONALLY, WIRING CONNECTORS, AND ACCESS PANELS WILL BE MODIFIED TO IMPROVE MAINTAINABILITY AND SERVICABILITY

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QT	COST	QTY	COST
					82	1.7	200	2 6	363	6 2	645	10 5
BASIS FOR COST ESTIMATE												
NONRECURRING					1	7					1	7
KITS					81	8	200	2 6	363	6 2	644	9.6
DATA						.2						2
TOTAL					82	1 7	200	2 6	363	6 2	645	10 5

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT FIELD TEAM
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO TURBINE ENGINE MONITORING SYSTEM, MN-113088

MODELS OF AIRCRAFT AFFECTED A-10

DESCRIPTION/JUSTIFICATION. THE TURBINE ENGINE MONITORING SYSTEM SELECTIVELY MONITORS ENGINE PERFORMANCE WHICH IS ULTIMATELY USED TO DETERMINE OUT OF TOLERANCE CONDITIONS ANTICIPATED BENEFITS INCLUDE INCREASED AVAILABILITY AND MAINTENANCE EFFICIENCY, INCREASED DATA HANDLING EFFICIENCY, REDUCED LOGISTICS SUPPORT COST, AND IMPROVED ENGINE MANAGEMENT THE T-38 ENGINE HEALTH MONITORING SYSTEM WAS SERVICE TESTED ON THE T-38 AND HAS BEEN ADAPTED FOR A-10 USAGE

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	28	3 3	150	29 4	200	26 5	225	27 [illegible]	47	11 5	650	98 5
BASIS FOR COST ESTIMATE												
NONRECURRING				4 5								4 5
KITS	28	3.3	150	18 2	200	20 2	225	27 8	47	8 6	650	78 1
SUPPORT EQUIP				6 7		6.3				2 9		15 9
TOTAL	28	3 3	150	29 4	200	26 5	225	27 8	47	11 5	650	98 5

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO TF-34 HOT SECTION, MN-12204B

MODELS OF AIRCRAFT AFFECTED A-10

DESCRIPTION/JUSTIFICATION: THE ENGINE HOT SECTION, HISTORICALLY HAS BEEN THE PRIMARY CAUSE OF ENGINE MAINTENANCE. CURRENTLY, THE HOT SECTION LIFE IS LIMITED BY THE HIGH PRESSURE (HP) STAGE 1 TURBINE BLADE WHICH MUST BE REPLACED AFTER 180 HOURS OPERATING TIME AT MAXIMUM POWER (TAMP). TAMP MAINTENANCE REPRESENTS 30-40% OF THE TOTAL ENGINE CAUSED SHOP VISITS TODAY AND WILL GROW TO APPROXIMATELY 50% OVER THE NEXT FIVE YEARS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			160	20 9	450	31 5	480	36 2	480	38 4	1570	127 0
BASIS FOR COST ESTIMATE												
KITS			160	9 0	450	29 4	480	34 0	480	35 9	1570	108 3
DATA				1								1
TOOLING				9 8								9 8
MOD OF SPARES			(58)	2 0	(58)	2 1	(58)	2.2		2 5		8 8
TOTAL			160	20 9	450	31 5	480	36 2	480	38 4	1570	127 0

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 22 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO TF-34 VARIABLE GEOMETRY WEAR, MN-21138B

MODELS OF AIRCRAFT AFFECTED A-10

DESCRIPTION/JUSTIFICATION THIS PROGRAM INCORPORATES IMPROVED VARIABLE GEOMETRY SYSTEM LINKAGE TO MINIMIZE STALL MARGIN DETERIORATION AND PERFORMANCE SHIFTS DUE TO SYSTEM WEAR SYSTEM VANE LEVER ARM RETAINERS WILL ALSO BE INCORPORATED TO ELIMINATE THE HAZARD OF TITANIUM COMPRESSOR FIRES CAUSED BY BLADE AND VANE FAILURES RESULTING FROM DISENGAGED VANE LEVER ARMS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					420	2 ?	420	2 3	730	4 2	1570	9 2
BASIS FOR COST ESTIMATE												
NONRECURRING						1						1
KITS					420	2 2	420	2 3	730	4 2	1570	8 7
DATA						1						1
SUPPORT-EQUIP						*						
MOD OF SPARES					(287)	3						3
TOTAL					420	2 7	420	2 3	730	4 2	1570	9 2

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 22 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ARMAMENT SYSTEM WATER INTRUSION MN-32055B

MODELS OF AIRCRAFT AFFECTED A-10

DESCRIPTION/JUSTIFICATION THE A-10 HAS HAD NUMBER OF WATER INTRUSION PROBLEMS IN THE PYLONS AND STATION CONTROL UNITS AS WELL AS CONDENSATION IN THE INTERSTATION CONTROL UNITS MALFUNCTIONS RANGING FROM INADVERTANT RELEASES TO DESTRUCTION OF ELECTRICAL CONNECTORS IN THE PYLONS HAVE RESULTED IMPROVEMENT OF THE INTERSTATION CONTROL UNITS AND INSTALLATION OF IMPROVED ELECTRICAL CONNECTORS TO PREVENT WATER INTRUSION WILL BE ACCOMPLISHED

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					489	4 1	167	1 7			656	5 8
BASIS FOR COST ESTIMATE												
NONRECURRING					1	5					1	5
KITS					488	3 5	167	1 7			655	5.2
DATA						1						.1
TOTAL					489	4 1	167	1 7			656	5 8

METHOD OF IMPLEMENTATION INSTALLATION - ORG/INTERMEDIATE
LEAD TIME -- 13 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO SEQUENCER SWITCH CORROSION FIX, MN-610698

MODELS OF AIRCRAFT AFFECTED A-10

DESCRIPTION/JUSTIFICATION THE AN/ALE-40 CHAFF/FLARE DISPENSER HAS DEVELOPED CORROSION PROBLEMS, THE CORROSION CAUSES COMPONENT BREAK DOWN AND EQUIPMENT FAILURE THIS MODIFICATION REPLACES THE SEQUENCER SWITCH TO PREVENT DEGRADATION IN AIRCRAFT SELF PROTECTION, AND THUS MISSION ACCOMPLISHMENT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	5	4	150	1 9	360	4 5	141	2 6			656	9 4
BASIS FOR COST ESTIMATE												
NONRECURRING	1	2									1	2
KITS	4	1	150	1 9	360	4 5	141	2 6			655	9 1
DATA		1										1
TOTAL	5	4	150	1 9	360	4 5	141	2 6			656	9 4

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 8 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO PARKHILL TAC SECURE VOICE, MN-3063

MODELS OF AIRCRAFT AFFECTED RF-4

DESCRIPTION/JUSTIFICATION: PARKHILL SECURE VOICE PROVIDES ON-LINE ENCRYPTION/DECRYPTION OF HF NARROW BAND FREQUENCY RANGES UP TO THE SECRET LEVEL THE TSEC/KY-75 IS DESIGNED FOR OPERATION IN ALL AIRCRAFT APPLICATIONS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	110	6 9	86	4 1			130	4 7			326	15 7
BASIS FOR COST ESTIMATE												
NONRECURRING	1	2 4									1	2 4
KITS	109	2 7	86	2 5			130	4 2			325	9 4
DATA		1 8						5				2.3
TRAINER			(7)	1 6								1 5
TOTAL	110	6.9	86	4 1			130	4.7			326	15 7

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION: AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO: ALR-74 RWR UPDATE, MN-3088

MODELS OF AIRCRAFT AFFECTED: F-4E

DESCRIPTION/JUSTIFICATION: THIS MODIFICATION WILL REPLACE THE CURRENT ALR 46 RADAR WARNING RECEIVER WITH THE ALR-74. THIS UPDATE WILL ALLOW THE F-4E TO OPERATE IN THE PROJECTED 1985-90 THREAT ENVIRONMENT. INSTALLATION OF THIS SYSTEM REQUIRES A LIMITED CHANGE TO THE AIRFRAME

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	7	55.1	70	46.2	78	35.0	68	48.5	112	50.0	335	234.8
BASIS FOR COST ESTIMATE												
NONRECURRING	7	18.1									7	18.1
KITS			70	33.0	78	35.0	68	32.6	112	50.0	328	150.6
DATA		5.8										5.8
SIM/TRAINER								15.9				15.9
SUPPORT EQUIP		21.3		13.2								34.5
TOOLING		9.9										9.9
TOTAL	7	55.1	70	46.2	78	35.0	68	48.5	112	50.0	335	234.8

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO LOW-SMOKE ENGINES, MN-3107

MODELS OF AIRCRAFT AFFECTED F/RF-4

DESCRIPTION/JUSTIFICATION: IMPROVES AIRCRAFT EFFECTIVENESS AND SURVIVABILITY BY MODIFYING J-79 ENGINES TO THE LOW SMOKE CONFIGURATION, INCLUDES SMOKELESS COMBUSTOR AND MODIFICATIONS TO LINER, FUEL NOZZLE, HIGH ENERGY IGNITION AND COMPRESSOR REAR FRAME

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	942	35 9	795	30 9	124	5 0					1861	71 8
BASIS FOR COST ESTIMATE												
NONRECURRING		5										5
KITS	942	35 2	795	30 9	124	5.0					1861	71 1
DATA		.2										2
TOTAL	942	35 9	795	30 9	124	5 0					1861	71 8

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO MARK XII IFF IMPROVEMENTS, MN-3112

MOD S OF AIRCRAFT AFFECTED F/RF-4

DESCRIPTION/JUSTIFICATION ELECTRONIC COUNTER MEASURE TESTING HAS IDENTIFIED SEVERAL SERIOUS DEFICIENCIES WITH THE AN/APX 76 AND KY-532 INTERROGATORS AND TRANSPONDERS INSTALLED IN THE F-4 AIRCRAFT THIS MODIFICATION IS NEEDED TO CORRECT THESE DEFICIENCIES AND IMPROVE THE PERFORMANCE OF THIS EQUIPMENT IN AN ECM ENVIRONMENT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			450	2 6	906	4 4	200	1 2			1556	8 2
BASIS FOR COST ESTIMATE												
NONRECURRING				5								5
KITS			450	2 0	906	4 4	200	1 2			1556	7 6
DATA				1								.1
TOTAL			450	2 6	906	4 4	200	1 2			1556	8.2

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO WILD WEASEL EXPANDED DATA CAPABILITY, MN-3143

MODELS OF AIRCRAFT AFFECTED F-4G

DESCRIPTION/JUSTIFICATION THE CURRENT F-4G COMPUTER MEMORY CANNOT ACCEPT AN UPGRADE IN CAPABILITY TO MEET ADVANCING THREATS THE MEMORY CAPABILITY WILL BE INCREASED THREEFOLD TO ALLOW FOR GROWTH IN FREQUENCY COVERAGE ,ADVANCED THREAT ACQUISITION, AND FULL HARM MISSILE CAPABILITY.

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			60	25 1	46	18.3					106	43.4
BASIS FOR COST ESTIMATE												
KITS			60	25 1	46	18.3					106	43.4
TOTAL			60	25 1	46	18 3					106	43.4

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO: WW PERFORMANCE UPDATE, MN-3144

MODELS OF AIRCRAFT AFFECTED F-4G

DESCRIPTION/JUSTIFICATION UPDATES THE F-4G AN/APR-38 SYSTEM TO PROVIDE THE CAPABILITY TO COUNTER THE PROJECTED THREAT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							1	28 8	97	394 5	98	423 3
BASIS FOR COST ESTIMATE												
NONRECURRING							1	8 2			1	8 2
KITS									97	326 5	97	326 5
DATA								1 9				1 9
SUPPORT-EQUIP										68.0		68 0
TOOLING								18 7				18.7
TOTAL							1	28 8	97	394 5	98	423.3

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO RECONFIGURE F-4E TO G, MN-3177

MODELS OF AIRCRAFT AFFECTED F-4E

DESCRIPTION/JUSTIFICATION: PROVIDES FUNDS TO MAINTAIN F-4G WILD WEASEL ASSETS AT THE PROGRAMMED FORCE STRUCTURE LEVEL THROUGH 1992 BY MODIFYING 18 ADDITIONAL F-4E TO THE F-4G CONFIGURATION THE MODIFICATION INCLUDES INSTALLATION OF THE ARN-101 INERTIAL NAVIGATION SYSTEM AND THE APR-38 HOMING AND WARNING SYSTEM WITH HARM CAPABILITY AND EXPANDED MEMORY CAPABILITY COMPUTER

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			6	29 4	12	55 1					18	84 5
BASIS FOR COST ESTIMATE												
KITS			6	29.4	12	55 1					18	84.5
TOTAL			6	29.4	12	55 1					18	84 5

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 35 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AIM-9L CAPABILITY

MODELS OF AIRCRAFT AFFECTED F-4D/E/G

DESCRIPTION/JUSTIFICATION THE F-4S ARE BEING PROVIDED A SELF DEFENSE AIR-TO-AIR CAPABILITY USING THE AIM-9L MISSILE THE MODIFICATION WILL INCLUDE ONLY A LIMITED POINT AND SHOOT CAPABILITY.

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					947	8 6	105	9			1052	9.5
BASIS FOR COST ESTIMATE												
NONRECURRING						*						
KITS					947	8 0	105	9			1052	8 9
DATA						.1						1
SUPPORT-EQUIP						.1						.1
SIM/TRAINER						.4						.4
TOTAL					947	8 6	105	9			1052	9 5

METHOD OF IMPLEMENTATION: INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 18 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION. AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO CENTERLINE SPLICE, MN-10509A

MODELS OF AIRCRAFT AFFECTED F/RF-4

DESCRIPTION/JUSTIFICATION: REPLACEMENT OF CENTERLINE SPLICE WITH A NEW FAIL-SAFE SPLICE PLATE IS REQUIRED TO ELIMINATE STRESS CORROSION CRACKING IN PRESENT SPLICE PLATE AND PREVENT LOSS OF AIRCRAFT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	59	5.0	288	7 0	271	6 8	263	6 9	220	6 0	1101	31 7
BASIS FOR COST ESTIMATE												
NONRECURRING	3	2 1									3	2 1
KITS	56	1 0	288	5 1	271	4 9	263	5 0	220	4 3	1098	20 3
DATA		3										.3
TOOLING		1 8		1 9		1 9		. 9		1 7		9 0
TOTAL	59	5 0	288	7 0	271	6 8	263	6 9	220	6 0	1101	31 7

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 17 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO HIGH PERFORMANCE CENTERLINE FUEL TANK, MN-11514A

MODELS OF AIRCRAFT AFFECTED F/RF-4

DESCRIPTION/JUSTIFICATION THIS MODIFICATION PROVIDES AN EXTERNAL CENTERLINE FUEL TANK WITH CARRIAGE CAPABILITY EQUAL TO THE AIRCRAFT MANUEVERING LIMITS THIS WILL INCREASE SAFETY AND PERFORMANCE FEATURES OF THE PRESENT CENTERLINE TANK IS SUBJECT TO NOSE OR TAIL CONE SEPARATION WHENEVER "G" LIMITS HAVE BEEN EXCEEDED USING COMMANDS CANNOT ACCOMPLISH REQUIRED TRAINING MISSIONS WITHOUT THE POSSIBILITY OF EXCEEDING TANK LIMITS IN FLIGHT NOSE CONE FAILURES HAVE CAUSED VIOLENT PITCH INPUTS AND WAS INVOLVED IN ONE IN FLIGHT MISHAP

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	325	1 7	800	3.6	438	2 1					1563	7 4
BASIS FOR COST ESTIMATE:												
NONRECURRING	1	1									1	1
KITS	324	1 1	800	3.6	438	2.1					1562	6 8
DATA		3										3
SIM/TRAINER		1										1
TOOLING		1										1
TOTAL	325	1 7	800	3 6	438	2.1					1563	7 4

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 9 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO RF-4 RADAR UPDATE, MN-12504B

MODELS OF AIRCRAFT AFFECTED RF-4

DESCRIPTION/JUSTIFICATION THE RF-4 RADAR (APQ-99) WILL BE MODIFIED BY REPLACING OBSOLETE AND HIGH FAILURE COMPONENTS AND INSTALLING THE DIGITAL SCAN CONVERTER IN BOTH COCKPITS THE PAVE TACK AIRCRAFT WILL ONLY HAVE FRONT RADAR SCOPE REPLACED DUE TO THE AGE AND TECHNOLOGY CHANGES, THE EXISTING APQ-99 HAS BECOME NONSUPPORTABLE THE PROPOSED MODIFICATION WILL ELIMINATE PARTS OBSOLENCE ADDITIONALLY, MAINTENANCE COST SAVINGS ARE EXPECTED TO BE AT LEAST $9 0 MILLION PER YEAR

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			1	14 1	107	48 3	180	48 5	38	9 4	326	120 3
BASIS FOR COST ESTIMATE.												
NONRECURRING			1	9 9							1	9 9
KITS					107	27 1	180	48 5	38	9 4	325	85 0
DATA				4 2								4 2
SIM/TRAINER					(7)	13.2						13 2
SUPPORT EQUIP						7 9						7.9
TOOLING						1						1
TOTAL			1	14 1	107	48 3	180	48 5	38	9.4	326	120 3

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 17 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO INERTIAL NAVIGATION SYSTEM, MN-19501B

MODELS OF AIRCRAFT AFFECTED F-4G

DESCRIPTION/JUSTIFICATION THE OPERATIONAL READINESS OF THE F-4G IS DEGRADED BY LOW RELIABILITY OF THE PRESENT INERTIAL NAVIGATION ATTACK SYSTEM REPLACEMENT OF THE INERTIAL NAVIGATION AND WEAPON DELIVERY SYSTEM WILL ENHANCE OPERATIONAL CAPABILITIES THROUGH INCREASED RELIABILITY AND MAINTAINABILITY RESULTING IN INCREASED WEAPON SYSTEM AVAILABILITY

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	2	32 9	33	19 0	24	20 3	43	29 6			102	101 8
BASIS FOR COST ESTIMATE												
NONRECURRING	1	17 0									1	17.0
KITS	1	.2	33	17 6	24	18 3	43	29 6			101	65 7
DATA		5 2										5 2
SUPPORT EQUIP		10 5		1 4								11 9
SIMULATORS					(3)	2 0						2.0
TOTAL	2	32 9	33	19 0	24	20 3	43	29.6			102	101 8

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 16 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO STRUCTURAL FATIGUE, MN-52036A

MODELS OF AIRCRAFT AFFECTED RF-4

DESCRIPTION/JUSTIFICATION ENGINEERING EVALUATION HAS DETERMINED THAT MODIFICATION TO THE UPPER ENGINE MOUNTS, AND LOWER TORQUE BOX SKIN ON RF-4C AIRCRAFT IS REQUIRED THIS MODIFICATION WAS DONE ON F-4C/D AIRCRAFT AND WILL IMPROVE THE STRUCTURAL INTEGRITY OF THE RF-4C AIRCRAFT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					1	4 8	112	2 8	205	3 0	318	10 6
BASIS FOR COST ESTIMATE												
NONRECURRING					1	1 5					1	1 5
KITS							112	2 8	205	3 0	317	5.8
DATA						8						8
TOOLING						2 5						2 5
TOTAL					1	4 8	112	2 8	205	3 0	318	10.6

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO SIMULATOR UPGRADE

MODELS OF AIRCRAFT AFFECTED F-4

DESCRIPTION/JUSTIFICATION UPDATE THE F-4 SIMULATOR GP-4 DIGITAL COMPUTER WITH A NEW SYSTEM AIRCREW TRAINING HAS BEEN DEGRADED DUE TO DIMINISHING SUPPORT FOR THE INTEGRATED CIRCUITS AND ELECTRONIC COMPUTER LOGIC WHICH ARE NO LONGER PROCURABLE

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							4	9 3	10	11 4	14	20 7
BASIS FOR COST ESTIMATE												
NONRECURRING								3 3				3 3
KITS							4	4 6	10	11 4	14	16 0
DATA								6				6
SUPPORT EQUIP								8				8
TOTAL							4	9 3	10	11 4	14	20 7

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO STACKED RING A/B LINER, MN-231568

MODELS OF AIRCRAFT AFFECTED F-5

DESCRIPTION/JUSTIFICATION THIS MODIFICATION REPLACES THE PRESENT AFTERBURNER (A/B) CONFIGURATION WITH A REDESIGNED A/B THE CURRENT A/B HAS LINER CRACKING AND BURNING, HANGER CRACKING AND WEAR, AND DIFFICULT/TIME CONSUMING ASSEMBLY AND DISASSEMBLY A NEW ONE PIECE STACKED RING DESIGNED LINER, WITH THERMAL BARRIER COATINGS, HAS BEEN DEVELOPED WHICH WILL SIMPLIFY ASSEMBLY, SIGNIFICANTLY IMPROVE THE DURABILITY AND LIFE EXPECTANCY OF THE A/B ASSEMBLY, AND THUS SUBSTANTIALLY REDUCE UNSCHEDULED MAINTENANCE COSTS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					26	2 9			82	3 2	108	6 1
BASIS FOR COST ESTIMATE												
KITS					26	9			82	3 2	108	4 1
DATA						*						
TOOLING						1 6						1 6
MOD OF SPARES					(20)	4						4
TOTAL					26	2 9			82	3 2	108	6 1

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 23 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO MULTI-STAGE RETROFIT PROGRAM A/B SERIES, MN-3191

MODELS OF AIRCRAFT AFFECTED F-15A/B

DESCRIPTION/JUSTIFICATION THIS MODIFICATION PROVIDES THE HF COMMUNICATIONS, PROGRAMMABLE SIGNAL PROCESSOR SYSTEM, NEW CENTRAL COMPUTER, AMRAAM, PROGRAMMABLE ARMAMENT CONTROL SYSTEM AND SPLIT SCREEN COCKPIT TV SENSOR THESE CHANGES WILL BE INCORPORATED ON F-15 A/B AIRCRAFT THAT ARE OPERATIONALLY ASSIGNED TO ADTAC, ALASKAN AIR CMD AND STRATEGIC DEFENSE MISSIONS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			1	1 6	12	16 9	56	45 0	122	107 2	191	170 7
BASIS FOR COST ESTIMATE												
NONRECURRING			1	1 6	1	5 0					2	6 6
KITS					11	9.0	56	42 0	122	102 6	189	153.6
DATA						2.0						2 0
SUPPORT-EQUIP						9		2 0		3 4		6.3
TRAINER								1 0		1 2		2 2
TOTAL			1	1.6	12	16.9	56	45 0	122	107 2	191	170.7

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO MULTI-STAGE RETROFIT PROGRAM C/D SERIES, MN-3192

MODELS OF AIRCRAFT AFFECTED F-15C/D

DESCRIPTION/JUSTIFICATION. THIS MODIFICATION PROVIDES TACTICAL ELECTRONIC WARFARE SYSTEM UPDATE, NEW CENTRAL COMPUTER, AMRAAM, PROGRAMMABLE ARMAMENT CONTROL SYSTEM, SPLIT-SCREEN COCKPIT TV SENSOR AND ALL ENVIRONMENT ID THE ID PORTION WILL INCLUDE BEYOND VISUAL RANGE (BVR) CAPABILITY THROUGH THE USE OF INTERIM DUAL MODE RECOGNITION (IDMR) BY CIRCUIT CARD CHANGES IN THE APG-63 RADAR LRUs THIS MODIFICATION ALSO INCLUDES THE AN/ALE-45 CHAFF/FLARE DISPENSER IN FY84-86

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			8	24 0	33	37 2	86	91 2	187	149 2	314	301 6
BASIS FOR COST ESTIMATE												
NONRECURRING			2	13 2							2	13.2
KITS			6	5.4	33	30 7	86	63 8	187	130 0	312	249 9
DATA				7		1 5		2 0				4.2
SUPPORT-EQUIP				2 4		2 2		4.6		16 8		26.0
TRAINER						2.0						2.0
TOOLING				1.5								1.5
MOD OF SPARES				.8		.8		.8		2 4		4.8
TOTAL			8	24 0	33	37 2	86	91 2	87	149 2	314	301.6

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO MULTI-STAGE RETROFIT PROGRAM TRNG ACFT MN-3193

MODELS OF AIRCRAFT AFFECTED F-15A/B

DESCRIPTION/JUSTIFICATION THIS MODIFICATION PROVIDES TO THE F-15A/B TRAINING AIRCRAFT THE FOLLOWING AVIONICS/ARMAMENT CHANGES AMRAAM, PROGRAMMABLE ARMAMENT CONTROL SYSTEM, SPLIT-SCREEN COCKPIT TV SENSOR, PROGRAMMABLE SIGNAL PROCESSOR (GP A), AND A NEW CENTRAL COMPUTER

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					9	9 2	32	22 6	122	88 0	163	119.8
BASIS FOR COST ESTIMATE												
NONRECURRING					1	1 1	2	1 5			3	2 6
KITS					8	7 5	30	19 5	122	82 9	160	109 9
DATA						6		8				1.4
SUPPORT-EQUIP								8		2 6		3 4
TRAINERS										2 5		2 5
TOTAL					9	9 2	32	22 6	122	88 0	163	119 8

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO MULTI-STAGE RETROFIT PROGRAM ASAT, MN-3194

MODELS OF AIRCRAFT AFFECTED F-15A

DESCRIPTION/JUSTIFICATION THIS MODIFICATION PROVIDES NECESSARY CHANGES TO SELECTED F-15 AIRCRAFT TO ACCOMODATE ANTI-SATELLITE DEFENSE CAPABILITIES

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
						18 5		28 2		144 0		190 7
BASIS FOR COST ESTIMATE.												
NONRECURRING						.9						.9
DATA						1 6		2 1		12 1		15 8
SUPPORT-EQUIP								.4		.9		1 3
GROUP A KITS						1 6		6 5		13 6		21.7
GROUP B KITS						14 4		19 2		117 G		150 G
TRAINERS										.4		.4
TOTAL						18 5		28 2		144 0		190 7

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 29 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ALL ENVIRONMENT ID (MSI)

MODELS OF AIRCRAFT AFFECTED F-15

DESCRIPTION/JUSTIFICATION CRITICAL OPERATIONAL REQUIREMENTS DICTATE THAT DIVERSE/RELIABLE BEYOND VISUAL RANGE (BVR) IDENTIFICATION (ID) CAPABILITIES BE INCORPORATED INTO TACTICAL COMBAT ACFT ON A PRIORITY BASIS THIS MODIFICATION WILL INCLUDE A MULTIPLE SOURCE INTEGRATION (MSI) FEATURE, IN THE MID-TERM, WHICH ALSO INCLUDES CIRCUIT CARD CHANGES

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							95	5 7	682	31 0	777	36.7
BASIS FOR COST ESTIMATE												
NONRECURRING							1	1.0			1	1.0
KITS							94	3 8	682	30.3	776	34 1
DATA								.7				.7
SUPPORT-EQUIP								.2		7		9
TOTAL							95	5 7	682	31 0	777	36

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 90 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AN/ALE-45 CHAFF/FLARE DISPENSERS

MODELS OF AIRCRAFT AFFECTED F-15C/D

DESCRIPTION/JUSTIFICATION: INSTALLS AN/ALE-45 CHAFF/FLARE DISPENSING SYSTEMS ON F-15 C/D AIRCRAFT TO IMPROVE THEIR OPERATIONAL SURVIVABILITY. THIS ACCELERATES THE AIRCRAFT SCHEDULED FOR OUTYEAR EQUIPPAGE IN THE MSRP MODIFICATION

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			9	3.1	59	21 1	34	12 7	72	31.0	174	67.9
BASIS FOR COST ESTIMATE												
KITS			9	3 1	59	21 1	34	12 7	72	31.0	174	67.9
TOTAL			9	3 1	59	21 1	34	12 7	72	31.0	174	67.9

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO COMPUTER AND DISPLAY REPLACEMENT, MN-12529B

MODELS OF AIRCRAFT AFFECTED F-15 FLT SIMULATOR

DESCRIPTION/JUSTIFICATION CURRENT F-15 FLIGHT SIMULATORS USE A HARRIS 6024/4 COMPUTER AND ADAGE GP/400 DISPLAY SYSTEM, BOTH BECOMING UNSUPPORTABLE THE VENDORS HAVE INDICATED THAT THEY WILL NOT PROVIDE SUPPORT AFTER JUNE 1985 THE PRESENT COMPUTER SYSTEM ALSO DOES NOT HAVE THE PROCESSING CAPABILITY TO INCORPORATE CAPABILITIES INCLUDED IN THE PLANNED FY84 PRODUCTION LINE AND THE MULTI-STAGED RETPOFIT PROGRAM THIS MODIFICATION UPGRADES THE DELIVERED FLIGHT SIMULATOR TO THE CONFIGURATION PROCURED BY THE PRODUCTION LINE IN FY83

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			3	4 9	2	2 7	2	3.0	3	4.7	10	15 3
BASIS FOR COST ESTIMATE												
NONRECURRING			1	1.8							1	1.8
KITS			2	2 6	2	2 7	2	3 0	3	4 7	9	13 0
DATA				5								5
TOTAL			0	4 9	2	2 7	2	3 0	3	4.7	10	15.3

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 16 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO VERT STAB TIP IMPROVEMENT, MN-13612B

MODELS OF AIRCRAFT AFFECTED F-15 A/B/C/D

DESCRIPTION/JUSTIFICATION: DISBOND OF THE VERTICAL STABILIZERS IS OCCURRING AT APPROXIMATELY 600 FLT HRS DISBOND IS INDUCED BY HIGH ANGLE OF ATTACK FLIGHT ATTITUDES WHICH ALLOWS WATER TO ENTER THE HONEYCOMB DURING FLIGHT, AND FURTHER DETERIORATION IS CAUSED BY FREEZING THIS MODIFICATION STRENGTHENS THE UPPER PORTION OF THE VERTICAL STABILIZERS, INCREASING THEIR SERVICE LIFE

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	180	3 1			282	4 7					462	7 8
BASIS FOR COST ESTIMATE												
KITS	180	3 0			282	4 7					462	7 7
DATA		1										.1
TOOLING												
TOTAL	180	3 1			282	4 7					462	7 8

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 70 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO STABILATOR ACTUATOR INPUT ARM, MN-43552A

MODELS OF AIRCRAFT AFFECTED F-15

DESCRIPTION/JUSTIFICATION THE PRESENT SERVOCYLINDER INPUT SHAFT HAS BEEN FOUND TO CRACK BECAUSE OF FUSELAGE VIBRATION. THIS IS A FLIGHT SAFETY PROBLEM WHICH CAN CAUSE LOSS OF AIRCRAFT CONTROL IF THE SHAFT BREAKS THE ANTI-ROTATION CLEVIS ASS'Y HAS BEEN REDESIGNED TO REDUCE VIBRATION MODIFICATION OF THE DETENT MECHANISM WILL MAINTAIN CENTERING OF THE INPUT ARM IF THE ARM SHOULD BECOME DISENGAGED THE NEW ARM WILL BE MADE OF INCONEL 718, BE MORE RESISTANT TO CRACKING AND HAVE AN EXTENDED LIFE

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					251	3 1	300	3 0	139	1 3	690	7 4
BASIS FOR COST ESTIMATE												
NONRECURRING					1	8					1	.8
KITS					250	2 1	300	2 7	139	1 3	689	6 1
DATA						*						
TOOLING					(2)	*						
MOD OF SPARES					(50)	2	(57)	3				5
TOTAL					251	3 1	300	3 0	139	1 3	690	7 4

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 50 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO RADAR RECEIVER PRE-AMPLIFIER, MN-621108

MODELS OF AIRCRAFT AFFECTED F-15A/B

DESCRIPTION/JUSTIFICATION THIS IS A COMMODITY MODIFICATION (MC GP A) WHICH REPLACES THE EXISTING PRE-AMPLIFIER MODULE IN THE APG-63 RADAR SET WITH AN INTERCHANGEABLE MODULE DESIGN FIELD EFFECT TRANSISTOR (FET), WHICH PROVIDES IMPROVED PERFORMANCE, HIGHER RELIABILITY (FROM 300 TO 1100 HRS MEAN-TIME-BETWEEN-DEMAND) AND LOWER LIFE CYCLE COSTS

SCOPE OF PROGRAM	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			142	3 9	150	3 3	155	3 9			447	11 1
BASIS FOR COST ESTIMATE											1	1 0
NONRECURRING			1	1 0								
KITS			141	2 8	150	3 3	155	3 9			446	10 0
DATA				1								1
SUPPORT EQPT				*								
TOTAL			142	3.9	150	3 3	155	3 9			447	11.1

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 15 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO PITCH TRIM CONTROL, MN-63120A

MODELS OF AIRCRAFT AFFECTED F-15

DESCRIPTION/JUSTIFICATION: MODIFIES THE PITCH ROLL CHANNEL ASSEMBLY (PRCA) SUCH THAT THE PITCH TRIM COMPENSATOR INTERLOCK IS DEFEATED WHEN THE AIRCRAFT IS EQUIPPED WITH CONFORMAL FUEL TANKS MORE NOSE DOWN PITCH IS REQUIRED IF CONTROL AUTOMATION SYSTEM IS OFF PITCH TRIM CHANGES WILL OCCUR WHEN THE INTERLOCK ENGAGES/DISENGAGES DURING FLIGHT IN THE 0-1 0 MACH RANGE BELOW 10,000 FEET THESE UNFAMILIAR AND UNPROGRAMMED FLIGHT CHARACTERISTICS INCREASE PILOT WORKLOAD AND MAY CAUSE PILOT TO MANUALLY OVER CONTROL THE AIRCRAFT, POSSIBLY RESULTING IN AN ACCIDENT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			52	1 6	264	2 1	367	3 2			683	6 9
BASIS FOR COST ESTIMATE												
NONRECURRING				*								
KITS			52	4	264	2 1	367	3 2			683	5 7
DATA				2								2
TOOLING				1 0								1 0
TOTAL			52	1 6	264	2 1	367	3 2			683	6 9

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 30 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO MULTINATIONAL STAGED IMPROVEMENT PROGRAM

MODELS OF AIRCRAFT AFFECTED F-16

DESCRIPTION/JUSTIFICATION. THIS PROGRAM PROVIDES THE F-16A/B AIRCRAFT WITH IMPROVED AIR-TO-AIR MISSION CAPABILITY BY INCORPORATING ALL ENVIRONMENT MISSILE AND BEYOND VISUAL RANGE IDENTIFICATION MODIFICATION INCLUDES RETROFIT OF DATA LINK ADDITIONS TO EXISTING RADAR, NEW FIRE CONTROL COMPUTER, AND ALR-74 RADAR WARNING RECEIVER

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
								29 3	345	744 3	345	773 6
BASIS FOR COST ESTIMATE												
NONRECURRING							(2)	29 3				29 3
KITS									345	690 2	345	690 2
DATA										10 0		10.0
SUPPORT-EQUIP										24 1		24 1
SIM/TRAINER										20 0		20 0
TOTAL								29 3	345	744 3	345	773 6

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/;NTERMEDIATE
LEAD TIME -- 0 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO IMPROVED COMM/NAV, MN-61U001

MODELS OF AIRCRAFT AFFECTED F-15

DESCRIPTION/JUSTIFICATION UPDATED UHF/TACAN COMMUNICATIONS EQUIPMENT AND VINSON TACTICAL SECURE VOICE EQUIPMENT ARE BEING INSTALLED ON THE PRODUCTION LINE FOR THE F-15C/D AIRCRAFT THIS MODIFICATION IS REQUIRED FOR STANDARDIZATION THE F-15 INTEGRATED COMMUNICATIONS CONTROL PANEL (ICCP) MAKES ACCOMPLISHING ALL COMMUNICATIONS MODIFICATIONS AT ONE TIME MANDATORY

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	463	31 9			83	5 5					546	37 4
BASIS FOR COST 'ESTIMATE												
NONRECURRING		2 7										2 7
KITS	463	29 2			83	5 5					546	34 7
TOTAL	463	31 9			83	5 5					546	37 4

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 21 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AIR DEFENSE AMRAAM CAPABILITY

MODELS OF AIRCRAFT AFFECTED F-16

DESCRIPTION/JUSTIFICATION THIS MODIFICATION WILL ADD ADVANCED MEDIUM RANGE AIR-TO-AIR MISSILE (AMRAAM) CAPABILITY TO FIVE NATIONAL GUARD SQUADRONS OF F-16 A/B AIRCRAFT THE AIRCRAFT WILL GET A MINOR MODIFICATION TO THE CURRENT RADAR, A NEW DIGITAL SIGNAL PROCESSOR, AN ADVANCED CENTRAL INTERFACE UNIT (STORES COMPUTER), A DOUBLE SPEED DOUBLE MEMORY, DOUBLE MUX BUS FIRE CONTROL COMPUTER, AMRAAM LAUNCHER, AND REMOTE INTERFACE UNITS FINAL CONFIGURATION WILL PROVIDE LEVEL 3 AMRAAM CAPABILITY

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			2	16.0	39	28 9	89	90 1		27 5	130	162 5
BASIS FOR COST ESTIMATE												
NONRECURRING			2	12 0							2	12 0
KITS					33	26 2	89	79 9			128	106 1
DATA				1 4								1 4
TRAINER						2 7						2 7
SUPPORT EQUIP				2 6				10 2		12 3		25 1
LAUNCHERS										15 2		15 2
TOTAL			2	16.0	39	28.9	89	90 1		27 5	130	162 5

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 33 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ALL ENVIRONMENT !D

MODELS OF AIRCRAFT AFFECTED F-16

DESCRIPTION/JUSTIFICATION THE RETROFIT OF THE AIR-TO-AIR INTERROGATION/ELECTRONIC WARFARE WARNING SYSTEM WILL PROVIDE THE F-16 WITH THE ABILITY TO FULLY EMPLOY ADVANCED MEDIUM RANGE AIR-TO-AIR MISSILE AND TO STRUCTURE TACTICS BASED UPON THE EXPECTED THREAT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							170	29 3	595	104 2	765	133 5
BASIS FOR COST ESTIMATE												
KITS							170	27 6	595	104 2	765	131.8
DATA								1 7				1.7
TOTAL							170	29 3	595	104 2	765	133 5

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 1. MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO. CHEM-810

MODELS OF AIRCRAFT AFFECTED F-16

DESCRIPTION/JUSTIFICATION PROVIDES INTEGRATION OF CHEMICAL DEFENSE EQUIPMENT REQUIRED TO PROVIDE AIRCREW EYE/RESPIRATORY PROTECTION IN A CHEMICAL WARFARE ENVIRONMENT THE NEW OXYGEN SYSTEM PROVIDES POSITIVE PRESSURE BREATHING AIR WHICH REDUCES AIRCREW FATIGUE

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							1	2 8	900	12 1	901	14 9
BASIS FOR COST ESTIMATE												
NONRECURRING							1	1 4			1	1.4
KITS									900	12 1	900	12.1
DATA								2				.2
SUPPORT-EQUIP								1 0				1.0
SIM/TRAINER								2				2
TOTAL							1	2 8	900	12 1	901	14.9

METHOD OF IMPLEMENTATION: INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO. BACKUP CONTROL AUTOMATIC START SYSTEM

MODELS OF AIRCRAFT AFFECTED F-16A/B

DESCRIPTION/JUSTIFICATION THIS PROGRAM PROVIDES FOR AN AUTOMATIC START SYSTEM FOR THE BACKUP CONTROL AND TO MAKE THE AIRSTART PROCEDURES FOR BOTH PRIMARY AND BACKUP SYSTEM THE SAME

SLOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							350	11 7	300	10 0	650	21 7
BASIS FOR COST ESTIMATE												
KITS							350	11 5	300	10 0	650	21 5
DATA								2				2
TOTAL							350	11 7	300	10 0	650	21 7

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO GEAR TYPE MAIN ENGINE FUEL PUMP

MODELS OF AIRCRAFT AFFECTED F-16 USAF

DESCRIPTION/JUSTIFICATION CURRENT VANE TYPE MAIN ENGINE FUEL PUMP DOES NOT PROVIDE RELIABILITY DESIRED FOR SINGLE ENGINE AIRCRAFT (F-16). GEAR TYPE PUMP HAS MUCH HIGHER RELIABILITY, LESS COST AND GREATER DURABILITY GEAR TYPE PUMP HAS BEEN DEVELOPED FOR PRODUCTION INCORPORATION AND RETROFIT ON ALL F100-PW-200 ENGINES

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	IST	QTY	COST
	98	5 7	360	20 7	360	21 8	211	13 7			1029	61 9
BASIS FOR COST ESTIMATE												
KITS	98	5.4	360	20 7	360	21 8	211	13.7			1029	61 6
DATA		.3										3
TOTAL	98	5.7	360	20 7	360	21 8	211	13 7			1029	61 9

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO IMPROVED INLET ANTI-ICE CAPABILITIES

MODELS OF AIRCRAFT AFFECTED F-16 USAF

DESCRIPTION/JUSTIFICATION F-16 OPERATIONAL EXPERIENCE AT HILL AIR FORCE BASE (CY 79) HAS RESULTED IN 1ST STAGE FAN BLADES FOREIGN OBJECT DAMAGE (FOD) FROM ICE THE IMPROVED INLET SYSTEM DEVELOPED IN COMPONENT IMPROVEMENT PROGRAM WILL BE INCORPORATED

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					300	15 2	500	24 5	89	3 0	889	42 7
BASIS FOR COST ESTIMATE												
KITS					300	15.0	500	24 5	89	3.0	889	42.5
DATA						2						.2
TOTAL					300	15 2	500	24 5	89	3 0	889	42 7

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO POWER APPROACH IMPROVEMENTS

MODELS OF AIRCRAFT AFFECTED F-16A/B

DESCRIPTION/JUSTIFICATION: THE POWER APPROACH CHARACTERISTICS OF THE F-16 RESULT IN OVERCONTROL, IMPRECISE LANDINGS, AND PROPOISING AROUND THE GLIDESCOPE THIS PROGRAM WILL RETROFIT CHANGES TO THE FLIGHT CONTROL SYSTEM TO MINIMIZE OR ELIMINATE THE SOURCES OF THE OVERCONTROL PROBLEM

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	192	5.6	192	3.0	192	3 5	56	1 1			632	13 2
BASIS FOR COST ESTIMATE												
KITS	192	5 5	192	3 0	192	3 5	56	1 1			632	13 1
DATA		.1										.1
TOTAL	192	5.6	192	3.0	192	3 5	56	1 1			632	13 2

METHOD OF IMPLEMENTATION: INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO RWR ANTENNA PLACEMENT

MODELS OF AIRCRAFT AFFECTED: F-16A/B

DESCRIPTION/JUSTIFICATION: THIS EFFORT INVOLVES RELOCATING THE FORWARD RWR ANTENNAS FROM THE FUSELAGE TO THE LEADING EDGE FLAP OF THE WING THE CURRENT ANTENNA LOCATION DOES NOT ALLOW THE RWR TO MEET ITS PERFORMANCE ENVELOPE ON THE F-16 THE NEW LOCATION CORRECTS THIS DEFICIENCY

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					144	6 0	192	5 3	449	11 5	785	22.8
BASIS FOR COST ESTIMATE												
NONRECURRING						.5						.5
KITS					144	4 0	192	5 3	449	11 5	785	20 8
DATA						1.5						1.5
TOTAL					144	6.0	192	5.3	449	11.5	785	22.8

METHOD OF IMPLEMENTATION. INSTALLATION -- DEPOT
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AIM-9L CAPABILITY

MODELS OF AIRCRAFT AFFECTED F-111

DESCRIPTION/JUSTIFICATION. THE F-111 IS BEING PROVIDED A SELF-DEFENSE AIR-TO-AIR CAPABILITY USING THE AIM-9L MISSILE THE MODIFICATION WILL INCLUDE ONLY A LIM'TED POINT AND SHOOT CAPABILITY

SCOPE OF PROGRAM

	PRIOR		FY-04		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COS~	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							335	2 5			335	2 5
BASIS FOR COST ESTIMATE												
NONRECURRING							1	1			1	1
KITS							334	2 3			334	2.3
DATA								1				.1
TOTAL							335	2 5			335	2 5

METHOD OF IMPLEMENTATION INSTALLATION -- CRG/INTERMEDIATE
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO PACER "30"/"100" MN-114038

MODELS OF AIRCRAFT AFFECTED F/FB-111A/E/D

DESCRIPTION/JUSTIFICATION: MODIFICATION PROVIDES A GROUP OF 37 SPECIFIC ENGINEERING CHANGES, COMBINED INTO ONE ENGINEERING CHANGE PACKAGE, THAT WILL UPDATE AND SIGNIFICANTLY IMPROVE THE DURABILITY OF THE F-111 ENGINES

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	596	78 1	260	36.0	69	39 3	65	39 7	130	80 0	1120	273 1
BASIS FOR COST ESTIMATE												
KITS	596	76 6	260	36 0	69	39 3	65	39 7	130	80 0	1120	271 6
DATA		1 3										1 3
SUPPORT EQUIP		.1										.1
TOOLING		.1										.1
TOTAL	596	78 1	260	36 0	69	39 3	65	39 7	130	80 0	1120	273 1

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO F/FB-111 AVIONICS MODERNIZATION PROGRAM , MN-12356B

MODELS OF AIRCRAFT AFFECTED F-111

DESCRIPTION/JUSTIFICATION. THIS MODIFICATION PROVIDES A RELIABILITY AND MAINTAINABILITY IMPROVEMENT TO THE F/FB-111 AVIONICS SUB-SYSTEMS. THE PROGRAM INCLUDES UPGRADES TO THE INERTIAL NAVIGATION SYSTEM, TERRAIN FOLLOWING RADAR, ATTACK RADAR, DOPPLER RADAR AND CONTROLS/DISPLAYS ONCE COMPLETE THE UPGRADES WILL PROVIDE A FOUR FOLD INCREASE IN MTBF IMPROVED SORTIE RATES AND IMPROVED PROBABILITY OF KILL.

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
				17.5	92	161.2	100	231 3	191	453 5	383	863 5
BASIS FOR COST ESTIMATE												
NONRECURRING					3	10 4	2	66 9	1	25 9	6	103.2
KITS					89	126 8	98	50 5	190	401 8	377	679 1
DATA						1 6		1 5		9 0		12 1
SIM/TRAINER						17 0		6 8				23 8
SUPPORT EQUIP				5 1		5 4		5.6		16 8		32 9
SOFT SUPP FA				12 4								12 4
TOTAL				17 5	92	161 2	100	231 3	191	453 5	383	863 5

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 21 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ESCAPE MODULE IMPROVEMENTS, MN-13323A

MODELS OF AIRCRAFT AFFECTED F-111

DESCRIPTION/JUSTIFICATION THE CURRENT ESCAPE SYSTEM HAS A 30% BACK INJURY RATE DURING EJECTION/ CAPSULE LANDING THE FOLLOWING MODIFICATIONS WILL BE INCORPORATED TO REDUCE OR ELIMINATE THE INJURY RATE A) ENERGY ATTENUATORS WILL BE ADDED TO THE SEATS AND B) A NEW RECOVERY PARACHUTE INSTALLED TO REDUCE THE MODULE DESCENT RATE

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY 86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							199	22 6	197	20.0	396	42 6
BASIS FOR COST ESTIMATE												
NONRECURRING							2	7			2	7
KITS							197	21 0	197	20 0	394	41.0
DATA								1				.1
TOOLING								8				8
TOTAL							199	22 6	197	20 0	396	42.6

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO RUDDER VALVE, MN-32023A

MODELS OF AIRCRAFT AFFECTED F-111

DESCRIPTION/JUSTIFICATION ANALYSIS OF THE F-111 RUDDER VALVE IN TWO SEPARATE INCIDENTS REVEALED GALLING HAD OCCURRED BETWEEN THE SLIDE AND SLEEVE RECURRENCE OF THIS CONDITION IS EXPECTED 'N THE NEAR FUTURE ON A LARGE SCALE DUE TO AGE OF EXISTING COMPONETS COMPLETE REPLACEMENT OF THE RUDDER VALVE WITH NEW DESIGN WILL SIGNIFICANTLY REDUCE THE POSSIBILITY OF GALLING AND DECREASE THE POTENTIAL FOR ACFT ACCIDENTS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
				6	100	1 5	200	3 9	160	3 5	460	9.5
BASIS FOR COST ESTIMATE												
NONRECURRING				5								5
KITS					100	1 5	200	3 9	160	3 5	460	8 9
DATA				1								1
TOTAL				6	100	1 5	200	3 9	160	3 5	460	9 5

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMEN., AIR FORCE

MODIFICATION TITLE AND NO EF-111 UPDATES

MODELS OF AIRCRAFT AFFECTED EF-111

DESCRIPTION/JUSTIFICATION THIS PROGRAM PROVIDES HARDWARE AND SOFTWARE UPDATES TO THE EF-111 WHICH WILL MEET ANTICIPATED FUTURE THREATS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
								3 0	38	125 6	38	128 6
BASIS FOR COST ESTIMATE												
NONRECURRING										20 0		20 0
KITS									38	95.6	38	95.6
DATA										4.0		4 0
SUPPORT-EQUIP										6 0		6.0
TOOLING								3 0				3 0
TOTAL								3 0	38	125 6	38	128 6

METHOD OF IMPLEMENTATION. INSTALLATION -- DEPOT
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ADVANCED DEFENSE SYSTEM

MODELS OF AIRCRAFT AFFECTED TR-1

DESCRIPTION/JUSTIFICATION PROVIDES NEW PASSIVE DEFENSIVE SYSTEMS TO COUNTER THE PROJECTED THREAT
SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					5	9 0	3	6.2	9	18 3	17	33 5
BASIS FOR COST ESTIMATE												
NONRECURRING						.1						1
KITS					3	8 6	3	6.2	9	18 3	17	33 1
DATA						.1						.1
SUPPORT-EQUIP						2						2
TOTAL					5	9 0	3	6 2	9	18 3	17	33.5

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AIRCRAFT WEIGHT REDUCTION

MODELS OF AIRCRAFT AFFECTED TR-1

DESCRIPTION/JUSTIFICATION PROVIDES RETROFIT OF WEIGHT REDUCTION COMPONENTS INTO DELIVERED TR-1S
SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					17	15 0					17	15 0
BASIS FOR COST ESTIMATE												
NONRECURRING						*						
KITS					17	14 9					17	14.9
DATA						.1						.1
TOTAL					17	15.0					17	15 0

METHOD OF IMPLEMENTATION: INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 24 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO SENIOR GLASS

MODELS OF AIRCRAFT AFFECTED TR-1

DESCRIPTION/JUSTIFICATION: THIS PROGRAM PROVIDES IMPROVED SYTEM CAPABILITES FOR THE TR-1
SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							2	4 3	6	9 9	8	14.2
BASIS FOR COST ESTIMATE												
NONRECURRING								1				1
KITS							2	3 0	6	9 9	8	12 9
DATA								6				.6
SUPPORT-EQUIP								6				6
TOTAL							2	4 3	6	9.9	8	14 2

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 90 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO UPDATE MODIFICATIONS

MODELS OF AIRCRAFT AFFECTED C-5B

DESCRIPTION/JUSTIFICATION AIRCRAFT REQUIRE MODIFICATIONS TO CORRECT DEFICIENCIES REVEALED DURING DEVELOPMENT TESTING AND INITIAL OPERATIONAL USE CORRECTIONS ARE INCORPORATED INTO PRODUCTION AT THE EARLIEST TIME UPDATE MODIFICATIONS ARE REQUIRED TO MAINTAIN CONFIGURATION CONTROL OF DELIVERED AIRCRAFT AND THOSE TOO FAR INTO PRODUCTION FOR INCORPORATION ATTACHED IS AN ILLUSTRATIVE LIST OF THE REQUIREMENTS FOR INITIATION IN FY 1986/1987

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
BASIS FOR COST ESTIMATE												
AIRCRAFT							4	6		6 3		10 9
TOTAL							4	6		6 3		10 9

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 0 MONTHS

C-5B

Update Modifications, FY 86/87

These modifications are expected to include airframe general and engine updates, Auxiliary Power Unit (APU) improvements, changes to the Avionics Suite and provisions for updating the radar system.

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO 50 KHZ VOR/ILS, MN-3130

MODELS OF AIRCRAFT AFFECTED C-141

DESCRIPTION/JUSTIFICATION: THE MODIFICATION REPLACES CURRENTLY INSTALLED VHF OMNI-DIRECTIONAL RANGE/ INSTRUMENT LANDING SYSTEMS (VOR/ILS) WITH EQUIPMENT WHICH IS CAPABLE OF READING SIGNALS FROM VOR/ILS GROUND EQUIPMENT BEING INSTALLED IN THE U S AND EUROPE WITH 50 KHz CHANNEL SEPARATION THIS MODIFICATION WILL ALSO BE INSTALLED ON THE C-5,C-130 AND UH-1

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			99	4 5	123	4.7	49	2 0			271	11.2
BASIS FOR COST ESTIMATE												
NONRECURRING			1	.3							1	.3
KITS			98	3 7	123	4.7	49	2 0			270	10 4
DATA				1								.1
SUPPORT EQUIP			(6)	.4								4
TOTAL			99	4 5	123	4.7	49	2 0			271	11 2

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ELEVATOR MECHANICAL FEEL, MN-11607B

MODELS OF AIRCRAFT AFFECTED C-141

DESCRIPTION/JUSTIFICATION ERRATIC ARTIFICIAL FEEL-FORCES AND MECHANICAL HANG-UPS OCCUR BECAUSE OF CORROSION AND JAMMING WITHIN FEEL SPRING CARTRIDGE, RESULTING IN LOW SYSTEM RELIABILITY AND AND MAINTAINABILITY AUTOPILOT OPERATION IS SEVERELY DEGRADED WHICH LIMITS MANY AIRCRAFT TO LOCAL ONLY MISSIONS OFTEN RESTRICTS FLIGHTS FROM CARRYING PASSENGERS THIS MODIFICATION REPLACES THE FEEL SPRING CARTRIDGE TO CORRECT THE DEFICIENCY

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					2	4 0			270	13.1	272	17 1
BASIS FOR COST ESTIMATE												
NONRECURRING					1	3 6					1	3.6
KITS					1	1			270	9.2	271	9.3
DATA						3						3
SIM/TRAINER										3 9		3.9
TOTAL					2	4 0			270	13.1	272	17.1

METHOD OF IMPLEMENTATION. INSTALLATION -- DEPOT
LEAD TIME -- 20 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO WING UPPER SURFACE, MN-12631B

MODELS OF AIRCRAFT AFFECTED C-141

DESCRIPTION/JUSTIFICATION DATA ANALYSIS IDENTIFIES AREAS OF THE WING UPPER SURFACE TO BE MARGINAL IN REACHING THE PROGRAMMED 45,000 FLIGHT HOURS THESE AREAS ARE FATIGUE CRITICAL. THE CORRECTION CONSISTS OF FASTENER REMOVAL, 100% NON-DESTRUCTIVE TESTING (NDI) AND QUALITY HOLE REAM-UP. A FATIGUE RATED FASTENER SYSTEM WILL BE INSTALLED TO STATE-OF-THE-ART SPECIFICATIONS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					2	3.2	67	1	199	3	268	3 6
BASIS FOR COST ESTIMATE												
NONRECURRING					1	.5					1	.5
KITS					1	*	67	.1	199	.3	267	.4
DATA						.2						.2
SUPPORT-EQUIP						6						.6
TOOLING						2.0						2.0
TOTAL					2	3 2	67	1	199	.3	268	3.6

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 12 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ALUMINUM FLIGHT CONTROLS, MN-12201A

MODELS OF AIRCRAFT AFFECTED T-38

DESCRIPTION/JUSTIFICATION THERE ARE TWENTY-SIX MAGNESIUM COMPONENTS IN THE FLIGHT CONTROL SYSTEM OF WHICH ANY SINGLE MODE FAILURE COULD CAUSE A CATASTROPHIC MISHAP. MAGNESIUM ALLOYS HAVE BEEN BANNED FROM USE IN FLIGHT CONTROL SYSTEMS DUE TO THE STRESS CORROSION CRACKING THAT DEVELOPS THIS MODIFICATION REPLACES THE MAGNESIUM COMPONENTS IN THE FLIGHT CONTROL SYSTEM WITH ALUMINUM COMPONENTS TO IMPROVE THE DURABILITY OF THE SYSTEM AND THE SAFETY OF THE AIRCRAFT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			1	4	310	4.0	425	6.2	41	5	777	11.1
BASIS FOR COST ESTIMATE												
NONRECURRING			1	4							1	4
KITS					310	4.0	425	6.2	41	.5	776	10.7
DATA				*								
TOTAL			1	.4	310	4.0	425	6.2	41	5	777	11.1

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 17 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO T-5 AMPLIFIER RELOCATION, MN-221298

MODELS OF AIRCRAFT AFFECTED T-38

DESCRIPTION/JUSTIFICATION PRESENT INSTALLATION LOCATIONS OF THE T-5 AMPLIFIERS EXPOSE THEM TO EXCESSIVE VIBRATION AND HEAT WHICH HAS CAUSED 279 ABORTS AND 5721 MAINTENANCE MAN-HOURS RESULTING IN A LOGISTIC SUPPORT COST OF $346,120 FOR THE LAST TWELVE MONTHS. THE PRESENT MTBF IS 527 HRS AND AFTER MODIFICATION IS EXPECTED TO IMPROVE TO 1277 HOURS THIS IS BASED ON THE EXPERIENCE WITH THE SAME AMPLIFIER WHICH IS AIRFRAME MOUNTED ON THE F-5 AIRCRAFT THE F-5 HAS EXPERIENCED ZERO ABORTS, ONLY 275 UNSCHEDULED MAINTENANCE MAN-HOURS AND ONLY $5939 ANNUAL SUPPORT COSTS THIS T-5 AMPLIFIER ON THE T-38 HAS ADVERSELY AFFECTED ITS OPERATIONAL READINESS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					151	3.1	300	4 5	326	4 8	777	12.4
BASIS FOR COST ESTIMATE												
NONRECURRING						.9						.9
KITS					151	2 1	300	4 5	326	4 8	777	11.4
DATA						1						1
TOTAL					151	3 1	300	4 5	326	4 8	777	12 4

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 11 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO DORSAL LONGERON, MN-23166A

MODELS OF AIRCRAFT AFFECTED T-38

DESCRIPTION/JUSTIFICATION. IN 1983 A DAMAGE TOLERANCE TEST (DTA) WAS ACCOMPLISHED FOR NON-SEVERE USE T-38 AIRCRAFT IN ORDER TO EXTEND THE AIRCRAFT SERVICE LIFE THE VERTICAL PORTION OF THE DORSAL LONGERON MUST BE REPLACED

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					44	3 1	90	4 9	488	28 7	622	36 7
BASIS FOR COST ESTIMATE												
KITS					44	2 3	90	4 9	488	28 7	622	35 9
TOOLING					(3)	8						8
TOTAL					44	3 1	90	4 9	488	28 7	622	36 7

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 60 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO VINSON TAC SECURE VOICE, MN-3025

MODELS OF AIRCRAFT AFFECTED C-130

DESCRIPTION/JUSTIFICATION VINSON SECURE VOICE PROVIDES ON-LINE ENCRYPTION/DECRYPTION OF VHF/UHF AM/FM HALF-DUPLEX RADIO FOR ALL CLASSIFICATIONS OF TRAFFIC THE TSEC/KY-58 IS DESIGNED FOR OPERATION IN AIRCRAFT INSTRUMENT PANELS OR RADIO-CONSOLE CONTROL PANELS, OR IT MAY BE LOCATED IN EQUIPMENT BAYS AND OPERATED BY A REMOTE CONTROL UNIT (RCU)

SCOPE OF PROGRAM	PRIOR QTY	PRIOR COST	FY-84 QTY	FY-84 COST	FY-85 QTY	FY-85 COST	FY-86 QTY	FY-86 COST	OUTYEAR QTY	OUTYEAR COST	TOTAL QTY	TOTAL COST
	298	9.1	216	8 0	234	6 4					748	23 5
BASIS FOR COST ESTIMATE											11	1.0
NONRECURRING	11	1 0									737	20 1
KITS	287	7 6	216	6 1	234	6 4						3
DATA		3										2 1
TRAINER		2	(25)	1 9								
TOTAL	298	9 1	216	8 0	234	6 4					748	23.5

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO SKE ENHANCEMENT, MN-3033

MODELS OF AIRCRAFT AFFECTED C-130

DESCRIPTION/JUSTIFICATION THIS NEW EQUIPMENT PROVIDES IMPROVED FORMATION POSITIONING, CONTROL, AND AIRDROP IN ADVERSE WEATHER CONDITIONS AND ELIMINATES HAZARDOUS FREQUENCY INTERFERENCE INHERENT IN PRESENT EQUIPMENT THE PRESENT EQUIPMENT DISPLAYS FALSE TARGETS ON STATION KEEPING SCOPES, GIVES FALSE PROXIMITY WARNINGS AND INCORRECT SYSTEM PROBLEM INDICATIONS.

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	6	4 9	142	23 2	149	27 3	81	19 6			378	75 0
BASIS FOR COST ESTIMATE												
NONRECURRING	3	1 0									3	1 0
KITS	3	1 7	142	20 7	149	22 8	81	13 0			375	58 2
DATA		2 2		1		5						2 8
SIM/TRAINER						8						8
SUPPORT EQUIP			(75)	2 4	(55)	3 2	(34)	3				6.9
MOD OF SPARES								5 3				5 3
TOTAL	6	4 9	142	23 2	149	27 3	81	19 6			378	75 0

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO PARKHILL TAC SECURE VOICE, MN-3063

MODELS OF AIRCRAFT AFFECTED C-130

DESCRIPTION/JUSTIFICATION PARKHILL SECURE VOICE PROVIDES ON-LINE ENCRYPTION/DECRYPTION OF HF NARROW BAND FREQUENCY RANGES UP TO THE SECRET LEVEL THE TSEC/KY-75 IS DESIGNED FOR OPERATION IN ALL AIRCRAFT APPLICATIONS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	298	10 1	216	6 6	234	7 3					748	24 0
BASIS FOR COST ESTIMATE												
NONRECURRING	11	1 1									11	1 1
KITS	287	8 5	216	6 6	234	7 3					737	22 4
DATA		4										4
TRAINER		1										1
TOTAL	298	10 1	216	6 6	234	7 3					748	24 0

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO 50 KHZ VOR/ILS, MN-3130

MODELS OF AIRCRAFT AFFECTED C-130

DESCRIPTION/JUSTIFICATION THE MODIFICATION REPLACES CURRENTLY INSTALLED VHF OMNI-DIRECTIONAL RANGE/ INSTRUMENT LANDING SYSTEMS (VOR/ILS) TO PROVIDE CAPABILITY TO READ SIGNALS FROM VOR/ LS GROUND EQUIPMENT BEING INSTALLED IN THF U S AND EUROPE WITH 50 KHz CHANNEL SEPARATION THE FIRST 96 C-130S WILL BE MODIFIED USING WRM ASSETS (GP B) AND THE FY84 BUY COVERS THEIR REPLACEMENT AND FOLLOW-ON INSTALLATION THIS MODIFICATION WILL ALSO BE INSTALLED ON THE C-5, C-141 AND THE UH-1

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	3	3	145	7 1	264	13 4	280	11 3			692	32 1
BASIS FOR COST ESTIMATE												
NONRECURRING	3	3	6	1 0							9	1 3
KITS			139	4 5	264	9 7	280	11 3			683	25 5
DATA				2								.2
SUPPORT EQUIP			(68)	1 4								1 4
SIM/TRAINER					(22)	3 7						3 7
TOTAL	3	3	145	7 1	264	13 4	280	11 3			692	32 1

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO SELF-CONTAINED NAV SYSTEM (SCNS), MN-3190

MODELS OF AIRCRAFT AFFECTED HC/WC/EC/C-130BEHNP

DESCRIPTION/JUSTIFICATION EQUIPS C-130 AIRCRAFT WITH A SELF-CONTAINED NAVIGATION SYSTEM (SCNS) THE SCNS WILL ENABLE C-130S TO OPERATE WITHOUT EXTERNAL NAVIGATION AIDS, SINCE IN BATTLE ZONES NAVIGATION AIDS WILL LIKELY BE SHUT DOWN OR JAMMED THE SCNS WILL IMPROVE THE C-130 MISSION SUCCESS LIKLIHOOD, PARTICULARLY ON LOW LEVEL MISSIONS BECAUSE OF VARIOUS TYPES OF C-130S INVOLVED, 8 AIRCRAFT WILL RECEIVE TRIAL INSTALLATION KITS THE SCNS WILL BE PROCURED AS A SINGLE ENTITY AND WILL INCLUDE INERTIAL NAVIGATION UNIT (INU), DOPPLER VELOCITY SENSOR (DVS), COCKPIT DISPLAY UNIT (CDU), AND AN AIR DATA COMPUTER (ADC)

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			3	4 7	5	12 9	150	62 3	342	138 1	500	218.0
BASIS FOR COST ESTIMATE												
NONRECURRING			3	4 7	5	5 6					8	10 3
KITS							150	62 3	342	138 1	492	200 4
DATA						1 5						1.5
TRAINER						4.4						4.4
SUPPORT EQUIP						1 4						1 4
TOTAL			3	4 7	5	12 9	150	62 3	342	138 1	500	218 0

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AERIAL SPRAY CAPABILITY

MODELS OF AIRCRAFT AFFECTED. C-130

DESCRIPTION/JUSTIFICATION MODIFIES SIX USAFR C-130 AIRCRAFT (PE 54343F) TO REPLACE THE UC-123K AERIAL SPRAY CAPABILITY THE UC-123K WILL BE PHASED OUT OF THE INVENTORY BY END OF FY83

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
BASIS FOR COST ESTIMATE												
KITS							5	4 6			5	4 6
TOTAL							5	4 6			5	4 6

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 60 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ARRS SPECIAL OPS LOW LEVEL

MODELS OF AIRCRAFT AFFECTED. HC-130

DESCRIPTION/JUSTIFICATION PROVIDES ELECTRONIC COUNTERMEASURES EQUIPMENT, SATELLITE COMMUNICATIONS, DUAL NAVIGATOR STATION AND NIGHT VISION GOGGLE (NVG) COMPATIBLE LIGHTING FOR 25 HC-130S WHICH WILL ENHANCE COMBAT RESCUE AND SPECIAL OPERATIONS CAPABILITIES

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							3	4 0	22	24 2	25	28.2
BASIS FOR COST ESTIMATE.												
NONRECURRING							1	1			1	1
KITS							2	3 0	22	24 2	24	27.2
DATA								1				.1
SUPPORT-EQUIP								8				.8
TOTAL							3	4 0	22	24 2	25	28 2

METHOD OF IMPLEMENTATION. INSTALLATION - DEPOT/FIELD TEAM
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION. AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO CORONET SOLO

MODELS OF AIRCRAFT AFFECTED C-130E

DESCRIPTION/JUSTIFICATION PROVIDES. INFLIGHT REFUELING CAPABILITY TO EXTEND THE RANGE, A RADAR WARNING RECEIVER, AND CHAFF/FLARE DISPENSERS FOR IMPROVED SELF-PROTECTION ALSO INCLUDES AN UPGRADE OF MISSION EQUIPMENT THAT IS CLASSIFIED, DETAILS OF WHICH WILL BE PROVIDED ONLY ON A NEED TO KNOW BASIS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							3	12 9	5	14 1	8	27 0
BASIS FOR COST ESTIMATE												
NONRECURRING							1	7.5			1	7 5
KITS							2	4 2	5	11 9	7	16.1
DATA								5		1 0		1.5
SUPPORT-EQUIP								3		1 2		1 5
SIM/TRAINER								4				4
TOTAL							3	12 9	5	14 1	8	27 0

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO HC-130H TANKER CONVERSION

MODELS OF AIRCRAFT AFFECTED HC-130H

DESCRIPTION/JUSTIFICATION. ENHANCES TANKER CAPABILITY FOR INFLIGHT REFUELING OF RESCUE AND SOF HEAVY LIFT HELICOPTERS FOR WARTIME AND CONTINGENCY TASKING THUS IMPROVING HC-130 UTILITY AND FLEXIBILITY FOR THE COMBAT RESCUE MISSION.

SCOPE OF PROGRAM.

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			2	2 0	6	4.5	6	5 3	6	5.6	20	17.4
BASIS FOR COST ESTIMATE												
NONRECURRING				2								.2
KITS			2	1.8	6	4.5	6	5 3	6	5.6	20	17.2
TOTAL			2	2 0	6	4 5	6	5 3	6	5 6	20	17.4

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 9 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION: AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO. SPECIAL OPERATIONS (AC)

MODELS OF AIRCRAFT AFFECTED AC-130H

DESCRIPTION/JUSTIFICATION. EQUIPS TEN (10) AC-130H GUNSHIPS WITH WJ-1640 WIDEBAND RECEIVING SYSTEM, PASSIVE INFRARED WARNING AND COUNTERMEASURES SYSTEMS, DIGITAL MESSAGE DEVICE GROUP (DATA BURST) AND IMPROVED INERTIAL NAVIGATION SYSTEMS, AND EXTENDED FLIGHT REQUIREMENTS (PRESSURIZATION AND AIR CONDITIONING)

SCOPE OF PROGRAM.

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			2	9 5	3	13 2	5	9.6			10	32 3
BASIS FOR COST ESTIMATE												
NONRECURRING			1	4 5							1	4.5
KITS			1	3 6	3	13 2	5	9 6			9	26.4
DATA				1 4								1 4
TOTAL			2	9 5	3	13 2	5	9.6			10	32 3

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO SPECIAL OPERATIONS (MC)

MODELS OF AIRCRAFT AFFECTED MC-130E

DESCRIPTION/JUSTIFICATION EQUIPS FOURTEEN MC-130E COMBAT TALONS WITH INFRARED WARNING RECEIVERS, DIGITAL MESSAGE DEVICE GROUP (DATA BURST), IMPROVED INERTIAL NAVIGATION SYSTEMS, AND EXTENDED FLIGHT REQUIREMENTS (PRESSURIZATION/AIR CONDITIONING SYSTEMS) TEN AIRCRAFT WILL HAVE WJ-1840 WIDEBAND RECEIVERS AND IMPROVED ELECTRONIC COUNTERMEASURES SYSTEMS INSTALLED. FIVE AIRCRAFT WILL RECEIVE FORWARD LOOKING INFRARED (FLIR) SYSTEMS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			6	18 3	5	20 0	3	6 3			14	44 6
BASIS FOR COST ESTIMATE												
NONRECURRING			1	8 2							1	8.2
KITS			5	9 1	5	20 0	3	6 3			13	35 4
DATA				1.0								1 0
TOTAL			6	18 3	5	20.0	3	6 3			14	44 6

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO FLIGHT DATA RECORDER, MN-10603A

MODELS OF AIRCRAFT AFFECTED C-130

DESCRIPTION/JUSTIFICATION FOUR C-130 MISHAPS DURING 1978, EACH INVOLVING LOSS OF AIRCRAFT AND HUMAN LIFE, EMPHASIZE THE NEED FOR A RECORDER SYSTEM WHEN ALL CREW MEMBERS ARE FATALLY INJURED AND THERE IS NO RECORDER EVIDENCE AVAILABLE, THE ACCIDENT INVESTIGATION BOARD MEMBERS USUALLY MUST SURMISE THEIR CONCLUSIONS AS TO THE POSSIBLE CAUSES OF THE ACCIDENT FOLLOW-ON ACTION OFTEN HAS LEAD TO EXPENSIVE FORCE RETROFITS OR FORCE DOWNTIMES WHICH MAY OR MAY NOT HAVE BEEN NEEDED A RECORDER SYSTEM SHOULD PRECLUDE ACCIDENT BOARD CONCLUSIONS BASED ON INSUFFICIENT DATA AND THUS ELIMINATE UNNECESSARY RETROFITS AND COSTLY DOWNTIME AS A RESULT 32 KITS PROCURED FOR SPECIAL MISSION AIRCRAFT TO BE INSTALLED BY AFLC/AZ

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	184	8 2	240	8 1	240	8 7	67	2 6			731	27 6
BASIS FOR COST ESTIMATE												
NONRECURRING	7	3									7	.3
KITS	177	5 5	240	8 1	240	8 7	67	2 6			724	24 9
DATA		2										2
TRAINER/SIMUL		3										3
SUPPORT EQUIP		1 9										1 9
TOTAL	184	8.2	240	8 1	240	8 7	67	2 6			731	27 6

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 8 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO FUEL CELL FOAM, MN-10618A

MODELS OF AIRCRAFT AFFECTED C-130

DESCRIPTION/JUSTIFICATION INSTALLS MIL-B-83054B(BLUE) RETICULATED POLYESTER FOAM IN ALL FUEL CELLS/ TANKS REQUIRED TO PROVIDE EXPLOSION/FIRE SUPPRESSION FROM CAUSES SUCH AS STRAY VOLTAGE, LIGHTNING STRIKES, HOSTILE ACTION FIRES, ETC TWO C-130 LOSSES HAVE OCCURRED BECAUSE OF INTANK EXPLOSIONS WHICH MIGHT HAVE BEEN PREVENTED BY THE NEW FOAM

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	417	18 4	204	10 3	76	4 2					697	32 9
BASIS FOR COST ESTIMATE												
NONRECURRING	2	7									2	7
KITS	415	17 7	204	10 3	76	4 2					695	32 2
DATA												
TOTAL	417	18 4	204	10 3	76	4 2					697	32 9

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 5 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO OUTER WING, MN-19610B

MODELS OF AIRCRAFT AFFECTED C/HC-130B/E/H/P/N

DESCRIPTION/JUSTIFICATION STRUCTURAL INTEGRITY DATA INDICATES REQUIREMENT FOR OUTER WING MODIFICATION BECAUSE OF FATIGUE AND CORROSION PROBLEMS AT SEVERAL LOCATIONS ON THE WING FAILURES HAVE OCCURRED IN THE OUTER WING LOWER FRONT BEAM CAPS, WITH RELATED CRACKS FOUND IN SPAR WEBS AND LOWER FORWARD WING SKIN PANELS STRESS CORROSION CRACKING HAS BEEN IDENTIFIED IN THE WING DRY BAYS INTERIM SOLUTIONS OF REPAIRING/REPLACING FAILED COMPONENTS HAVE BEEN IMPLEMENTED UNTIL THE WING BOXES CAN BE REPLACED, INCLUDING GROSS WEIGHT LIMITS FOR CERTAIN MISSIONS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	194	158 9	82	63 6	132	117 9	84	80 7			492	421 1
BASIS FOR COST ESTIMATE												
NONRECURRING		11 4										11 4
KITS	194	140 0	82	63 6	132	117 9	84	80 7			492	402 2
DATA		5										5
TOOLING		7 0										7 0
TOTAL	194	158 9	82	63 6	132	117 9	84	80 7			492	421 1

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 30 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO CONVERSION OF T56-A9 TORQUEMETER, MN-23134B

MODELS OF AIRCRAFT AFFECTED C-130A/D

DESCRIPTION/JUSTIFICATION THE MAJOR CHANGES IN THIS MODIFICATION ARE NEW INNER TORQUEMETER SHAFT ASSEMBLY AND ADDITION OF A ROLLER BEARING AND RETENTION PARTS WITH MID-BEARING LUBRICATION THE PRESENT FIBER BEARING WEARS ALLOWING SHAFT WHIP, VIBRATION AND OUTER SHAFT WEAR, PRODUCING AN UNSERVICEABLE ENGINE

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					141	2 0	240	1 4	336	2 3	717	5 7
BASIS FOR COST ESTIMATE												
KITS					141	8	240	1.4	336	2 3	717	4.5
TOOLING					(3)	*						
MOD OF SPARES					(200)	1.2						1 2
TOTAL					141	2 0	240	1 4	336	2 3	717	5 7

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 14 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO RE-ENGINE CFM-56, MN-3009

MODELS OF AIRCRAFT AFFECTED KC-135 A/Q

DESCRIPTION/JUSTI .TION RE-ENGINING THE KC-135, ALONG WITH LANDING GEAR AND OTHER CONCU .NT MODIFICATIONS, WILL EXTEND ITS USEFUL LIFE INTO THE 21ST CENTURY. THE MODIFICATION WILL REDUCE FUEL CONSUMPTION BY 25% AND ALL.W TAKEOFF WITH LARGER FUEL LOADS, THUS PERMITTING OFFLOAD OF MORE FUEL TO RECEIVER AIRCRAFT THE RE-ENGINED KC-135 WILL HAVE THE CAPABILITY OF 1 5 CURRENT KC-135A S THE NEW HIGH TECHNOLOGY CFM-56 ENGINE WILL RELIEVE NOISE AND EMISSIONS PROBLEMS CURRENTLY ENCOUNTERED AND COMPLY WITH 1985 FAA AND EPA NOISE AND EMISSION STANDARDS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	29	699 3	29	480 6	53	933 9	65	1165 7	216	4313 4	392	7592 9
BASIS FOR COST ESTIMATE												
NONRECURRING		27 1		12 8		2 0		1 5				43.4
KITS	29	306.9	29	187 0	53	384 8	65	426 9	216	1607 2	392	2912 8
DATA		32 5		5 0		1 0		1 0		3 1		42 6
SUPPORT-EQUIP		18 5		38 9		44 6		45 1		77 2		224.3
SIM/TRAINER		9 3										9 3
TOOLING		92 8										92 8
ENGINE		212 2	(108)	236 9	(212)	501 5	(260)	601 2		2625 9		4267 7
ADVANCE PROC		22 2										22 2
ADV PROC CR		-22 2										-22 2
TOTAL	29	699 3	29	480 6	53	933 9	65	1165 7	216	4313 4	392	7592 9

METHOD OF IMPLEMENTATION INSTALLATION -- CONTRACTOR FACILITY
LEAD TIME -- 30 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO STANDARD VHF AM/FM RADIO, MN-3042

MODELS OF AIRCRAFT AFFECTED C/KC/EC/RC/WC-135

DESCRIPTION/JUSTIFICATION: SELECTED AIRCRAFT ARE AFFECTED BY THE FAA AND THE AIR NATIONAL CIVIL AVIATION ORGANIZATION (ICAO) IMPLEMENTATION ON 1 JANUARY 1977 OF 25KHZ CHANNEL COMMUNICATION WHERE VHF/AM IS THE PRIMARY FREQUENCY BAND FOR CIVILIAN/MILITARY AIR TRAFFIC CONTROL THIS MODIFICATION WILL PROVIDE FOR IMPROVED RELIABILITY AND MAINTAINABILITY AND MEETS FAA/ICAO REQUIREMENTS C-135 AIRCRAFT ARE OPERATING UNDER WAIVERS AT CERTAIN LOCATIONS AT PRESENT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			145	3 2	167	4 1	176	4 0	177	2 0	665	13 3
BASIS FOR COST ESTIMATE												
NONRECURRING			2	5							2	5
KITS			143	2 5	167	3 2	176	4 0	177	2 0	663	11 7
TRAINER						.9						.9
SUPPORT EQUIP				2								2
TOTAL			145	3 2	167	4 1	176	4.0	177	2 0	665	13 3

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO DIVERSITY RECEPTION EQUIPMENT, MN-3067

MODELS OF AIRCRAFT AFFECTED EC-135

DESCRIPTION/JUSTIFICATION THE DIVERSITY RECEPTION EQUIPMENT (DRE) IS A MODIFICATION TO THE AN/ALR-96 VLF/LF SYSTEM A TWO CHANNEL PROCESSOR WILL BE INCORPORATED TO COMBINE THE PRESENT VERTICALLY POLARIZED SIGNALS WITH THE NEW HORIZONTALLY POLARIZED SIGNALS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							3	5 5	22	52 6	25	58 1
BASIS FOR COST ESTIMATE												
NONRECURRING							3	5 5			3	5 5
KITS									22	46 4	22	46 4
DATA										1 7		1 7
SUPPORT-EQUIP										4 5		4 5
TOTAL							3	5 5	22	52 6	25	58 1

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO NUCLEAR HARDENING/UHF REPLACEMENT, MN-3156

MODELS OF AIRCRAFT AFFECTED EC-135A, C, G, H, L,

DESCRIPTION/JUSTIFICATION REPLACES COMPONENTS (UHF RADIOS, MULTIPLEXER, SWITCHBOARD, INTERPHONE) WITH MINIATURIZED STATE OF THE ART, EMP HARDENED COMPONENTS ON EC-135 AIRCRAFT. TO ACCOMODATE SUPPORTABILITY PROBLEMS WITH THE ARC-89 RADIO, AN EARLY SWAPOUT ON EC-135L AIRCRAFT WILL BE ACCOMPLISHED FY83 FUNDS THE ARC-89 SWAPOUT ON THE EC-135L (5 ACFT), WITH INSTALLATIONS IN FY84

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
		13 7	3	45 7	8	44 8	12	48 6	16	67 9	39	220 7
BASIS FOR COST ESTIMATE												
NONRECURRING			2	20 2	4	23 4	1	5 2			7	48.8
KITS		9.0	1	3 6	4	15 6	11	43 4	16	67 9	32	139.5
DATA		2.7		12.4		5 8						20.9
SUPPORT EQUIP		2.0		9.5								11.5
TOTAL		13 7	3	45 7	8	44 8	12	48 6	16	67 9	39	220.7

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 20 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ADIS SECURE DATA

MODELS OF AIRCRAFT AFFECTED EC-135, C, H, J, P

DESCRIPTION/JUSTIFICATION (U) PROVIDES FOR AN IMPROVED SECURE DATA TERMINAL THAT WILL SUPPORT HIGH-SPEED CONNECTIVITY WITH THE AUTODIN NETWORK, IMPROVED ERROR DETECTION/CORRECTION ON DATA TRANSMISSIONS AND HIGH-SPEED DATA TRANSFER BETWEEN AIRCRAFT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							5	11 5	20	31 2	25	42 7
BASIS FOR COST ESTIMATE												
NONRECURRING							2	4 6	2	4 8	4	9 4
KITS							3	2 1	18	21 9	21	24 0
DATA								3 6		1 4		5.0
SUPPORT EQUIP								1 2		3 1		4 3
TOTAL							5	11 5	20	31.2	25	42 7

METHOD OF IMPLEMENTATION INSTALLATION -- CONTRACTOR FACILITY
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AFSAT SECURE VOICE

MODELS OF AIRCRAFT AFFECTED EC-135

DESCRIPTION/JUSTIFICATION: PROVIDES FOR A MODIFICATION TO SUPPORT SECURE VOICE CONFERENCING VIA THE AFSATCOM TYPE III TERMINAL

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			5	5 9	4	4 0	8	7 3	8	4 9	25	22 1
BASIS FOR COST ESTIMATE												
NONRECURRING				1 5								1 5
KITS			5	4 4	4	3 7	8	7 3	8	4 9	25	20 3
DATA						3						3
TOTAL			5	5 9	4	4 0	8	7 3	8	4 9	25	22 1

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AFSATCOM TERMINAL UPGRADE/DUAL MODEM MOD

MODELS OF AIRCRAFT AFFECTED RC-135

DESCRIPTION/JUSTIFICATION MODIFICATION PROVIDES PRINTED CIRCUIT BOARDS FOR THE AFSATCOM TERMINAL DUAL MODEM MODIFICATION REQUIRED TO TRANSITION THESE TERMINALS TO MILSTAR, RESOLVE A POTENTIAL FREQUENCY INTERFERENCE PROBLEM, CORRECT FOT&E DEFICIENCIES AND TO PROVIDE PROPER FREQUENCY-HOPPING ALGORITHM FOR COMPATIBILITY WITH CHANGES BEING MADE TO THE AFSATCOM SATELLITE TRANSPONDER

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							18	2 4			18	2.4
BASIS FOR COST ESTIMATE												
KITS							18	2 4			18	2 4
TOTAL							18	2 4			18	2 4

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 26 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO GROUNDWAVE EMERGENCY NETWORK

MODELS OF AIRCRAFT AFFECTED EC-135C

DESCRIPTION/JUSTIFICATION GWEN PROVIDES STRATEGIC FORCES, MISSILE WARNING SITES, AND COMMAND CENTERS WITH THE ABILITY TO MAINTAIN LONG RANGE CONNECTIVITY IN A NUCLEAR ENVIRONMENT CONSISTS OF UNMANNED RADIO RELAY STATIONS AND USER TERMINALS (GROUND AND AIRBORNE)

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							3	11 3	9	23 7	12	35 0
BASIS FOR COST ESTIMATE												
KITS							3	11 3	9	23 7	12	35 0
TOTAL							3	11 3	9	23 7	12	35 0

METHOD OF IMPLEMENTATION INSTALLATION -- CONTRACTOR FACILITY
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO IONDS

MODELS OF AIRCRAFT AFFECTED EC-135

DESCRIPTION/JUSTIFICATION. PROVIDES RELIABLE AND TIMELY NUCLEAR DETONATION INFORMATION TO THE NCA AND SIOP CINCS FOR ATTACK ASSESSMENT, FORCE RECOVERY, AND FORCE MANAGEMENT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							3	13 2	22	47 1	25	60 3
BASIS FOR COST ESTIMATE												
NONRECURRING							1	5.0			1	5 0
KITS							2	3 9	22	45 3	24	49 2
DATA								4 3		1 8		6 1
TOTAL							3	13 2	22	47 1	25	60 3

METHOD OF IMPLEMENTATION INSTALLATION -- CONTRACTOR FACILITY
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO MB-26 UPGRADE

MODELS OF AIRCRAFT AFFECTED SIMULATOR

DESCRIPTION/JUSTIFICATION UPGRADES MB-26 (KC-135) OPERATIONAL FLIGHT TRAINER TO CURRENT CONFIGURATION, REPLACES UNSUPPORTABLE SYSTEMS, AND PROVIDES NEW COMPUTATIONAL AND VISUAL SYSTEMS AND A MOTION BASE

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							2	8 0	16	73 8	18	81 8
BASIS FOR COST ESTIMATE												
KITS							2	8 0	16	73 8	18	81 8
TOTAL							2	8 0	16	73 8	18	81 8

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO MILSTAR UHF TRANSITION

MODELS OF AIRCRAFT AFFECTED. EC-135

DESCRIPTION/JUSTIFICATION COMMAND POST (CP) UPGRADE MODIFICATION WILL PROVIDE NEW PROCESSORS AND MODEMS, REPLACE THE HIGH POWER AMPLIFIER, AND INSTALL THE KI-35 TRANSEC DEVICE REQUIRED FOR IMPROVED PERFORMANCE IN A JAMMING ENVIRONMENT, OPERATION WITH THE DSCS SINGLE CHANNEL TRANSPONDER, AND FOR TRANSITION TO MILSTAR

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							10	30 0	15	28 4	25	58.4
BASIS FOR COST ESTIMATE:												
NONRECURRING							1	5.0			1	5.0
KITS							9	18 0	15	28 4	24	45.4
DATA								5 0				5 0
SUPPORT-EQUIP								2 0				2.0
TOTAL							10	30.0	15	28 4	25	58 4

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO PEACEKEEPER/MINUTEMAN COMMON ALCC

MODELS OF AIRCRAFT AFFECTED EC-135A/C/G

DESCRIPTION/JUSTIFICATION PROVIDES AIRBORNE LAUNCH CONTROL CENTER CAPABILITY FOR PEACEKEEPER AND MINUTEMAN IN 22 EC-135 A/C/G AIRCRAFT IOC TO BE MET WITH 3 RDT&E AIRCRAFT IN FY 86.

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					1	3 0	9	49 9	12	47 3	22	100.2
BASIS FOR COST ESTIMATE												
NONRECURRING					1	3.0	1	4 2			2	7.2
KITS							8	26 9	12	47 3	20	74 2
DATA								12 4				12 4
SUPPORT-EQUIP								6 4				6.4
TOTAL					1	3.0	9	49 9	12	47 3	22	100 2

METHOD OF IMPLEMENTATION INSTALLATION -- CONTRACTOR FACILITY
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO REGENCY NET, MN-EC-135

MODELS OF AIRCRAFT AFFECTED EC-135

DESCRIPTION/JUSTIFICATION INSTALLS CAPABILITY TO ACCESS A GROUND REGENCY NET SITE FROM THE USCINCEUR AIRBORNE COMMAND POST BY SECURE AJ COMM

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					1	3 0	3	4.6			4	7.6
BASIS FOR COST ESTIMATE												
KITS					1	3.0	3	4.6			4	7.6
TOTAL					1	3.0	3	4.6			4	7.6

METHOD OF IMPLEMENTATION. INSTALLATION -- DEPOT
LEAD TIME -- 9 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION. AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO REPLACE MC-1 AUTOPILOT, MN-13405A

MODELS OF AIRCRAFT AFFECTED C-135

DESCRIPTION/JUSTIFICATION REPLACES MC-1 AUTOPILOT AND AUTOPILOT WIRING WITH AN OFF-THE-SHELF STATE OF THE ART SYSTEM DUE TO FREQUENT FAILURES AND UNCOMMANDED INPUTS 800 UNCOMMANDED INPUTS WERE REPORTED IN A SIX-MONTH REPORTING PERIOD, RECENT INSPECTION REVEALED 23% OF ALL AIRCRAFT HAD FAULTY WIRING

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					1	13.8	187	86 3	557	213 6	745	313.7
BASIS FOR COST ESTIMATE.												
NONRECURRING					1	12.3					1	12.3
KITS							187	56.4	557	186 1	744	242 5
DATA						1.5		6.2				7.7
SUPPORT-EQUIP								9.0		27 5		36.5
SIM/TRAINER							(21)	14.7				14.7
TOTAL					1	13.8	187	96.3	557	213 6	745	313.7

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO LIFE EXTENSION-WING RESKIN, MN-14302B

MODELS OF AIRCRAFT AFFECTED. C-135

DESCRIPTION/JUSTIFICATION: SERVICE LIFE OF C-135 AIRCRAFT IS 8,500 TANKER EQUIVALENT FLYING HOURS. REPLACEMENT OF LOWER WING SKIN IS REQUIRED TO ALLOW THE AIRCRAFT TO MEET PROGRAMMED SERVICE LIFE.

SCOPE OF PROGRAM:

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	533	213 0	72	45.9	72	44 2	72	46 9			749	350 0
BASIS FOR COST ESTIMATE												
KITS	384	161.3	72	45 9	72	44.2	72	46 9			600	298 3
PRIOR YRS	149	51 7									149	51 7
TOTAL	533	213.0	72	45 9	72	44 2	72	46 9			749	350 0

METHOD OF IMPLEMENTATION: INSTALLATION -- CONTRACTOR FACILITY
LEAD TIME -- 22 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ENGINE CONVERSION, MN-30143B

MODELS OF AIRCRAFT AFFECTED C-12

DESCRIPTION/JUSTIFICATION. THE ARMY C-12 AND THE COMMERCIAL AIRCRAFT HAVE COVERTED TO A MORE CURRENT MODEL OF THE PT-6A ENGINE NOW USED IN THE AIR FORCE AIRPLANES THE SMALL NUMBER OF USAF C-12'S ARE BECOMING EXPENSIVE TO SUPPORT THERFORE, THE ENGINES WILL BE CONVERTED TO THE STANDARD CURRENT CONFIGURATION

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					3	1 3	12	5 0	14	6.2	29	12.5
BASIS FOR COST ESTIMATE												
KITS					3	1.3	12	5 0	14	6 2	29	12.5
DATA						*						
TOTAL					3	1 3	12	5 0	14	6.2	29	12.5

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 50 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO BLOCK 20/25 IMPROVEMENTS, MN-3128

MODELS OF AIRCRAFT AFFECTED: E-3A

DESCRIPTION/JUSTIFICATION. ENHANCES E-3A CAPABILITY BY PROVIDING A JOINT TACTICAL INFORMATION DISTRIBUTION SYSTEM TERMINAL, ADDITIONAL SITUATION DISPLAY CONSOLES, 5 ADDED UHF RADIOS, AN ADDITIONAL HF RADIO, AND EXPANDED COMPUTER MEMORY (INCLUDES CC-2 COMPUTER) INCORPORATES A STANDARD CONFIGURATION TRAINING CAPABILITY IN THE DATA PROCESSOR/DISPLAY MAINTENANCE SIMULATION SET (DP/DMSS) AND BRINGS DATA DISPLAY TRAINING SET, COMMUNICATION MAINTENANCE TRAINER, AND DP/DMSS TO BLOCK 20/25 CONFIGURATION

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	11	120 9	15	150 6	6	64.1					32	335.6
BASIS FOR COST ESTIMATE.												
KITS	11	99.6	15	145.0	6	64.1					32	308.7
DATA		1.3		1.0								2.3
TRAINER		10 6		4.4								15.0
SUPPORT EQUIP		9 4		2								9 6
TOTAL	11	120 9	15	150.6	6	64.1					32	335.6

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 27 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO: HAVE QUICK A NETS, MN-E-3

MODELS OF AIRCRAFT AFFECTED

DESCRIPTION/JUSTIFICATION: PROVIDES FOUR ADDITIONAL HAVE QUICK-EQUIPED RADIOS AND INTEGRATES A FAST-TUNING FILTER TO PROVIDE A-NET LINKS (VICE B-NETS) FOR ALL EIGHT HAVE QUICK RADIOS ON THE E-3 MODIFICATION IS REQUIRED TO ENHANCE COMMUNICATIONS EFFECTIVENESS IN A JAMMING ENVIRONMENT.

SCOPE OF PROGRAM.

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					3	9.0	9	18.7	21	47.1	33	74.8
BASIS FOR COST ESTIMATE:												
KITS					3	5.5	9	18.7	21	47.1	33	71.3
DATA						.5						.5
SUPPORT-EQUIP						3.0						3.0
TOTAL					3	9.0	9	18.7	21	47.1	33	74.8

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 21 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO MISSION SIMULATOR IMPROVEMENT PROGRAM

MODELS OF AIRCRAFT AFFECTED: E-3A

DESCRIPTION/JUSTIFICATION UPGRADES MISSION SIMULATOR IN AREAS OF SENSOR AND COMMUNICATIONS MANAGEMENT AND WEAPONS SIMULATIONS SUPPORT. CORRECTS TRAINING LIMITATIONS BY IMPROVING SIMULATION REALISM, INCREASING OPERATOR CONTROL AND UPGRADING SYSTEM RESPONSE TO STUDENT INPUTS.

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					1	4.5					1	4.5
BASIS FOR COST ESTIMATE.												
KITS					1	4.5					1	4.5
TOTAL					1	4.5					1	4.5

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION: AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO: TRAINER UPGRADES

MODELS OF AIRCRAFT AFFECTED: E-3A

DESCRIPTION/JUSTIFICATION: INCREASE TRAINING POSITIONS ON RADAR MAINTENANCE TRAINING SET (RMTS) FROM 10 TO 13 ON ADVANCED RMTS FROM 6 TO 12 AND ON DATA PROCESSOR/DISPLAY MAINTENANCE SIMULATION SET FROM 6 TO 12 INCREASED TRAINING CAPABILITY REQUIRED DUE TO INCREASED FLEET SIZE

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							3	11.1			3	11.1
BASIS FOR COST ESTIMATE:												
KITS							3	11.1			3	11.1
TOTAL							3	11.1			3	11.1

METHOD OF IMPLEMENTATION INSTALLATION -- CONTRACTOR FACILITY
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION: AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO: AN/APY-1 RADAR SYSTEM, MN-116038

MODELS OF AIRCRAFT AFFECTED: E-3

DESCRIPTION/JUSTIFICATION: DURING DESIGN/PRODUCTION OF THE AN/APY-2 RADAR (AWACS STANDARD), 74 ITEMS WHICH WERE TO HAVE BEEN COMMON TO THE AN/APY-1 (AWACS CORE) WERE MODIFIED THERE ARE NOW 15 CONFIGURATIONS ON THE 24 CORE AIRCRAFT, RESULTING IN OPERATIONAL AND SUPPORT DIFFICULTIES. MODIFICATION WILL BRING APY-1 ITEMS UP TO APY-2 CONFIGURATION AND ALLOW TWO-WAY INTERCHANGABILITY ON THE COMMON ITEMS

SCOPE OF PROGRAM:

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					1	4.7	11	6.4	12	5.3	24	16.4
BASIS FOR COST ESTIMATE:												
NONRECURRING					1	3.3					1	3.3
KITS							11	4.9	12	5.3	23	10.2
DATA						1.4		1.5				2.9
TOTAL					1	4.7	11	6.4	12	5.3	24	16.4

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ENGINEER'S SWITCH LIGHTS, MN-424058

MODELS OF AIRCRAFT AFFECTED: E-3A

DESCRIPTION/JUSTIFICATION: ENGINEER'S PANEL CONTAINS 134 SWITCH LIGHTS WHICH ARE SUBJECT TO SHORT CIRCUITS DUE TO DEFECTIVE DESIGN OF INTERNAL DIMMING CIRCUIT MODIFICATION WILL REPLACE SWITCH LIGHTS TO ELIMINATE POSSIBILITY OF SHORT CIRCUITS AND COCKPIT SMOKE/FIRES

SCOPE OF PROGRAM:

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			5	1.2	16	2.3	13	1.9			34	5.4
BASIS FOR COST ESTIMATE:												
NONRECURRING				3								.3
KITS			5	.7	16	2.3	13	1.9			34	4.9
DATA				.2								.2
TOTAL			5	1.2	16	2.3	13	1.9			34	5.4

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO: ACIS SECURE DATA

MODELS OF AIRCRAFT AFFECTED E-4B

DESCRIPTION/JUSTIFICATION: UPDATES THE E-4B SECURE DATA TERMINAL TO PROVIDE FOR COMPATIBILITY WITH THE EC-135 IMPROVED DATA TERMINAL ENSURES AIR-TO-AIR TRANSMISSION/RECEPTION CAPABILITY AND PROVIDES FOR COMMON ERROR DETECTION/CORRECTION MODULATION SCHEMES

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							2	5 5	2	4.6	4	10 1
BASIS FOR COST ESTIMATE												
NONRECURRING							1	2 8			1	2.8
KITS							1	1 4	2	2 9	3	4 3
DATA								.6		9		1.5
SUPPORT-EQUIP								7		8		1 5
TOTAL							2	5 5	2	4.6	4	10 1

METHOD OF IMPLEMENTATION INSTALLATION -- CONTRACTOR FACILITY
LEAD TIME -- 22 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO DIVERSITY RECEPTION EQUIPMENT

MODELS OF AIRCRAFT AFFECTED E-4

DESCRIPTION/JUSTIFICATION MODIFIES THE ARC-96 LF/VLF SYSTEM TO INCORPORATE A TWO-CHANNEL PROCESSOR TO COMBINE THE PRESENT VERTICALLY POLARIZED SIGNALS WITH THE NEW HORIZONTALLY POLARIZED SIGNALS THIS MOD WILL ALSO INCORPORATE THE MEDIUM MSG/CE PROCESSING MODE (MMPM)

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							2	10.2	2	9 3	4	19.5
BASIS FOR COST ESTIMATE												
KITS							2	8.4	2	9 3	4	17 7
DATA								1 8				1.8
TOTAL							2	10 2	2	9 3	4	19.5

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO IONDS

MODELS OF AIRCRAFT AFFECTED E-4

DESCRIPTION/JUSTIFICATION PROVIDES RELIABLE AND TIMELY NUCLEAR DETONATION INFORMATION TO THE NCA AND SIOP CINCS FOR ATTACK ASSESSMENT, FORCE RECOVERY AND FORCE MANAGEMENT

SCOPE OF PROGRAM.

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							3	25 1	1	14.2	4	39 3
BASIS FOR COST ESTIMATE												
NONRECURRING							1	5.0			1	5 0
KITS							2	20 1	1	12.6	3	32 7
DATA										1 6		1 6
TOTAL							3	25 1	1	14 2	4	39.3

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION. AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO MILSTAR TRANSITION

MODELS OF AIRCRAFT AFFECTED E-4

DESCRIPTION/JUSTIFICATION PROVIDES NEW PROCESSORS AND MODEMS, REPLACE THE HIGH POWER AMPLIFIER, AND INSTALL THE KI-35 TRANSEC DEVICE REQUIRED FOR IMPROVED PERFORMANCE IN JAMMING ENVIRONMENT, OPERATION WITH THE DSCS SCT, AND FOR TRANSITION TO MILSTAR.

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							3	5 6	1	2 3	4	7 9
BASIS FOR COST ESTIMATE												
KITS							3	5.6	1	2.3	4	7.9
TOTAL							3	5.6	1	2 3	4	7 9

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO SHF MULTIPLE R/T

MODELS OF AIRCRAFT AFFECTED E-4

DESCRIPTION/JUSTIFICATION. PROVIDES ADDITIONAL RECEIVER/TRANSMITTER UNITS TO THE E-4B SHF TERMINAL TO ALLOW FIVE SIMULTANEOUS FULL DUPLEX SERVICES

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					1	3 5	3	7 5			4	11 0
BASIS FOR COST ESTIMATE.												
NONRECURRING						1 0						1.0
KITS					1	1 5	3	7.0			4	8 5
DATA						5						.5
SUPPORT EQUIP						.5		.5				1 0
TOTAL					1	3 5	3	7 5			4	11.0

METHOD OF IMPLEMENTATION: INSTALLATION -- CONTRACTOR FACILITY
LEAD TIME -- 15 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO SHF/SCT UPGRADE

MODELS OF AIRCRAFT AFFECTED E-4

DESCRIPTION/JUSTIFICATION SINGLE CHANNEL TRANSPONDER (SCT) INJECTION CAPABILITY WILL ENABLE THE E-4 TO ACCESS THE SCT ON THE SDS AND DSCS II SPACECRAFT AT SHF

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							2	17 7	2	10 2	4	27 9
BASIS FOR COST ESTIMATE												
NONRECURRING								5 0				5 0
KITS							2	12 7	2	10 2	4	22 9
TOTAL							2	17 7	2	10 2	4	27 9

METHOD OF IMPLEMENTATION INSTALLATION -- CONTRACTOR FACILITY
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO SERVICE LIFE EXTENSION PROGRAM (SLEP), MN-136288

MODELS OF AIRCRAFT AFFECTED H-53

DESCRIPTION/JUSTIFICATION THIS MODIFICATION INCLUDES LIFE EXTENSION IMPROVEMENTS TO THE FUSELAGE, A CORROSION CONTROL PROGRAM, FUEL TANKAGE SYSTEM CHANGES, ROTOR IMPROVEMENTS AND WIRING UPGRADES RELIABILITY AND MAINTAINABILITY WILL BE INCREASED TO REDUCE MAINTENANCE MANHOURS, LOGISTICS SUPPORT COSTS WHILE EXTENDING THE SERVICE LIFE OF THE AIRFRAMES PAST THE YEAR 2000 THE OVERALL H-53 SLEP IS PRESENTLY COMPRISED OF 19 INITIATIVES RESULTING FROM A FLIGHT LOADS SURVEY (COMPLETED AUG 83) THE DAMAGE TOLERANCE ANALYSIS (CURRENTLY IN PROGRESS) IS EXPECTED TO PROVIDE ADDITIONAL REFINEMENTS TO THIS EFFORT

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							7	21 4	130	187 0	137	208 4
BASIS FOR COST ESTIMATE												
NONRECURRING							7	11 3			7	11 3
KITS									130	187 0	130	187 0
DATA								6 2				6 2
SUPPORT-EQUIP								3 9				3 9
TOTAL							7	21 4	130	187 0	137	208 4

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 60 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO LATERAL FORE & AFT SERVOS, MN-6208IC

MODELS OF AIRCRAFT AFFECTED CH/H-53B/C/H

DESCRIPTION/JUSTIFICATION INNUMERABLE FAILURES HAVE CAUSED AIRCRAFT INCIDENTS, LOW TIME BETWEEN OVERHAUL, HIGH AIRCRAFT MAINTENANCE HOURS AND CANCELLED MISSIONS IF MODIFICATION IS NOT APPROVED, SERVO FAILURES WILL CONTINUE, INCREASING CHANCES FOR FLIGHT CONTROL PROBLEMS MAN-HOURS FOR BOTH MAINTENANCE AND OVERHAUL WILL CONTINUE TO INCREASE AND MISSION READINESS WILL CONTINUE TO BE DEGRADED

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					48	2 2	45	2 1	45	2 3	138	6.6
BASIS FOR COST ESTIMATE												
NONRECURRING					1	1					1	.1
KITS					47	2 1	45	2 1	45	2 3	137	6 5
DATA						*						
TOTAL					48	2 2	45	1	45	2 3	138	6.6

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 16 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ADVANCED COMM SYSTEMS

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION THIS MODIFICATION WILL INSTALL ADVANCED ANTIJAM CAPABILITES INTO AIR FORCE AIRCRAFT THESE IMPROVEMENTS WILL INCLUDE ENHANCED JTIDS AND SINCGARS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							10	18 4	4500	713 8	4510	732 2
BASIS FOR COST ESTIMATE												
NONRECURRING							10	12 0			10	12 0
KITS									4500	713 8	4500	713.8
DATA								3 0				3 0
SUPPORT-EQUIP								3 4				3 4
TOTAL							10	18 4	4500	713 8	4510	732 2

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO APN-69 REPLACEMENT, MN-12611B

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION THE CURRENT REFUELING RENDEZVOUS RADAR BEACON IS BECOMING NON SUPPORTABLE AND REQUIRES REPLACEMENT A COMMON BEACON WILL REPLACE THE CURRENT SYSTEM IN ALL AIR REFUELABLE AIRCRAFT

SCOPE OF PROGRAM	PRIOR QTY	PRIOR COST	FY-84 QTY	FY-84 COST	FY-85 QTY	FY-85 COST	FY-86 QTY	FY-86 COST	OUTYEAR QTY	OUTYEAR COST	TOTAL QTY	TOTAL COST
							5	2 7	4250	108 2	4255	110 9
BASIS FOR COST ESTIMATE							5	2 7			5	2 7
									4250	107 2	4250	107 2
NONRECURRING										8		8
KITS										2		2
DATA												
SUPPOR.-EQUIP												
TOTAL							5	2 7	4250	108 2	4255	110 9

METHOD OF IMPLEMENTATION: INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ALE-40 IMPROVEMENTS MN-13614B

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION THE ALE-40 SYSTEM IS EXPERIENCING NUMEROUS FAILURES CAUSING THE CHAFF/ FLARES TO FIRE RANDOMLY OR NOT AT ALL THE MALFUNCTIONS CONSIST OF PROGRAMMER INTERMITTENT PROBLEMS, AND SERIOUS CORROSION IN VARIOUS LOCATIONS THESE MALFUNCTIONS HAVE REDUCED RELIABILITY TO UNACCEPTABLE LEVELS THE MOD WILL RETROFIT NEW CORROSION RESISTANT BREECH PLATES AND SWITCHS, UPGRADED PROGRAMMER CIRCUIT CARDS, AND MORE DAMAGE TOLERANT COMPONENTS ON THE A-7, A-10, F-4, F-16, AND HH-53

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					505	15 6	700	16 8	1321	32 4	2526	64.8
BASIS FOR COST ESTIMATE												
NONRECURRING					5	1.6					5	1.6
KITS					500	12.5	700	16 8	1321	32 4	2521	61.7
DATA						1.0						1.0
SUPPORT-EQUIP						.5						.5
TOTAL					505	15.6	700	16 8	1321	32 4	2526	64 8

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/'NTERMEDIATE
LEAD TIME -- 60 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO APQ-122 RADAR REPLACEMENT

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION THE CURRENT WEATHER RADAR ON THE E-4/C-130E/C-130H/T-43/MC-130 HAS UNACCEPTABLY LOW RELIABILITY THIS SYSTEM WILL BE REPLACED TO REDUCE LIFE CYCLE COSTS AND ENHANCE OPERATIONAL READINESS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							3	2 7	139	106 7	142	109.4
BASIS FOR COST												
ESTIMATE							3	2.7			3	2.7
NONRECURRING									139	102.7	139	102.7
KITS										1 5		1.5
DATA										2.5		2.5
SUPPORT-EQUIP												
TOTAL							3	2 7	139	106.7	142	109 4

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION. AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO: HAVE QUICK II/MEMORY BOARDS, MN-3178

MODELS OF AIRCRAFT AFFECTED. MULTI

DESCRIPTION/JUSTIFICATION IMPROVES THE JAM RESISTANCE OF THE HAVE QUICK RADIOS TO MEET UPDATED AND NEW JAMMING THREATS BY INCREASING THE NUMBER OF FREQUENCIES USED. MODIFICATION CONSISTS OF A NEW MEMORY BOARD FOR THE ECCM PORTION OF EXISTING RADIOS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			2496	4 1	3904	3 9					6400	8 0
BASIS FOR COST ESTIMATE												
NONRECURRING				6								.6
KITS			2496	2 5	3904	3 9					6400	6 4
DATA				.5								5
SUPPORT EQUIP				.5								.5
TOTAL			2496	4 1	3904	3.9					6400	8 0

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO ANTI-JAM IMPROVEMENTS (33401F)

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION
SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							2	0		38.0		40 0
BASIS FOR COST ESTIMATE ADJUSTMENT							2	0		38.0		40 0
TOTAL							2	0		38 0		40.0

METHOD OF IMPLEMENTATION. INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO HAVE QUICK II/INCREASED POWER

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION IMPROVES THE JAM RESISTANCE OF HAVE QUICK RADIOS BY INCREASING THE POWER ON SELECTED PLATFORMS MODIFICATION CONSISTS OF A NEW 30 WATT POWER AMPLIFIER LRU

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			310	2 0	1346	7.5	1270	5.0	1087	4 4	4013	18 9
BASIS FOR COST ESTIMATE.												
NONRECURRING				3								3
KITS			310	1 4	1346	5.4	1270	3 0	1087	4 4	4013	16 2
DATA				3		1.0						1.3
SUPPORT-EQUIP						1.1						1.1
TOTAL			310	2 0	1346	7 5	1270	5.0	1087	4 4	4013	18 9

METHOD OF IMPLEMENTATION. INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO HAVE QUICK II/OTHER IMPROVEMENTS

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION: IMPROVES JAM RESISTANCE OF HAVE QUICK RADIOS
SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							800	5 3	4400	21 1	5200	26 4
BASIS FOR COST ESTIMATE												
NONRECURRING								1.0				1 0
KITS							800	4.3	4400	21 1	5200	25 4
TOTAL							800	5.3	4400	21 1	5200	26 4

METHOD OF IMPLEMENTATION: INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO MAC SATCOM ANTENNAS

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION PROVIDES PERMANENTLY MOUNTED UHF SATCOM ANTENNAS FOR 126 C-141 AIRCRAFT THE ANTENNA WILL OPERATE WITH A TRANSPORTABLE SATCOM TERMINAL SUITABLE FOR FOR EITHER GROUND OR AIRBORNE OPERATION THIS EFFORT IS AN INTEGRAL PART OF THE MAC COMMAND AND CONTROL UPGRADE PROGRAM

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					126	3 5					126	3 5
BASIS FOR COST ESTIMATE												
NONRECURRING						.2						2
KITS					126	1.9					126	1 9
DATA						1 4						1 4
TOTAL					126	3.5					126	3 5

METHOD OF IMPLEMENTATION INSTALLATION -- ORC/INTERMEDIATE
LEAD TIME -- 90 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT AIR FORCE

MODIFICATION TITLE AND NO NAVSTAR GLOBAL POSITIONING SYSTEM (GPS)

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION THE GPS IS A SPACE BASED RADIO NAVIGATION SYSTEM THAT WILL PROVIDE SUITABLY EQUIPPED HOST VEHICLES WITH HIGHLY ACCURATE, JAM RESISTANT THREE-DIMENSIONAL POSITION, VELOCITY AND TIME DATA, WORLD-WIDE, IN ALL WEATHER TO IMPROVE MISSION EFFECTIVENESS THIS MODIFICATION INSTALLS GPS USER EQUIPMENT IN VARIOUS TYPES OF AIRCRAFT.

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
							2	10 6	1050	165 3	1052	175 9
BASIS FOR COST ESTIMATE												
NONRECURRING							2	4 9			2	4.9
KITS									1050	165 3	1050	165 3
DATA								1.1				1.1
SUPPORT-EQUIP								4 6				4.6
TOTAL							2	10.6	1050	165.3	1052	175 9

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT/FIELD TEAM
LEAD TIME -- 24 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO STD COMBINED ALTITUDE RADAR ALTIMETER , MN-10611C

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION REPLACES EXISTING RADAR ALTIMETER ON A VARIETY OF AIRCRAFT WITH A NEW SOLID STATE ALTIMETER SYSTEM WHICH WILL MEET ARINC SPECIFICATIONS OF A MTBF OF GREATER THAN 2000 HOURS IT WILL BE A DIRECT REPLACEMENT ACTION ON ALL BUT THE C-130 AIRCRAFT, WHICH WILL REQUIRE DEPOT LEVEL WIRING CHANGES EXISTING SYSTEMS HAVE LOW RELIABILITY AND HIGH LOGISTIC SUPPORT COSTS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	108	5 7	956	14 1	1107	16.8	757	11 3	1395	14 2	4323	62 1
BASIS FOR COST ESTIMATE												
NONRECURRING	27	4 3		3							27	4.6
KITS	81	1 0	956	12 5	1107	14 5	757	9 3	1395	14 1	4296	51.4
DATA		3		7		.1		*		1		1 2
SUPPORT EQUIP		1										.1
TRAINER/SIMUL			(1)	6	(43)	2 2	(31)	2 0				4 8
TOTAL	108	5 7	956	14.1	1107	16 8	757	11.3	1395	14 2	4323	62 1

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 90 MONTHS

* LESS THAN $ 50,000

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO TTU 205 S E UPDATE MN-122058

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION UPDATES THE FIELD TEST SET PRESSURE AND TEMPERATURE TTU-205 TO STATE-OF-THE-ART BY INSTALLING HIGH RELIABILITY COMPONENTS THE TTU-205 HAS A LOW MEAN TIME BETWEEN FAILURE (MTBF) DUE TO OPERATION IN EXTREME ENVIRONMENTAL CONDITIONS AND AGE OF ITS COMPONENTS THE MTBF IS EXPECTED TO INCREASE FROM 100 TO 1000 HOURS THIS TESTER IS REQUIRED FOR TESTING ALL FIRST LINE AIRCRAFT PRIOR TO TAKE OFF

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			425	8 9	600	16 3	525	15 0			1550	40 2
BASIS FOR COST ESTIMATE												
NONRECURRING				2								2
KITS			425	8 6	600	16.3	525	15 0			1550	39 9
DATA				1								1
TOTAL			425	8 9	600	16 3	525	15 0			1550	40 2

METHOD OF IMPLEMENTATION. INSTALLATION -- DEPOT
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO AN/APN-59E(V) RADAR IMPROVEMENT, MN-126198

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION PROVIDES THE FOLLOWING IMPROVEMENTS TO THE AN/APN-59E RADAR (A) REDUCE THE HIGH RATE OF BURN SPOTS ON THE NAVIGATORS IP-239B INDICATOR, (B) ELIMINATE RANDOM HEADING MARKS (C) IMPROVE THE ANTENNA GIMBAL CAGE LATCHING MECHANISM, (D) REDUCE ANTENNA AZIMUTH MOTOR DRIVE TRANSISTOR FAILURE, (E) REDUCE MAGNETRON FAILURE, (F) REDUCE RECEIVER-TRANSMITTER THYRATRON FAILURE/FIRE POTENTIAL, (G) SUPPRESS TRANSIENT FAILURES ON 28 VOLT DC LINE (H) MAKE MINOR CHANGES TO THE RECEIVER-TRANSMITTER TO REDUCE MAINTENANCE MAN-HOURS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
			6	9	700	7 5	633	5 0			1339	13.4
BASIS FOR COST ESTIMATE												
NONRECURRING			6	9							6	9
KITS					700	4 6	633	5 0			1333	9 6
DATA						3						.3
SUPPORT EQUIP					(1)	3						.3
OTHER					(124)	1 3						1.3
SIMULATORS					(10)	1 0						1 0
TOTAL			6	9	700	7 5	633	5 0			1339	13 4

METHOD OF IMPLEMENTATION INSTALLATION -- DEPOT
LEAD TIME -- 17 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION: AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO: HF SINGLE SIDE BAND RADIO, MN-16520C

MODELS OF AIRCRAFT AFFECTED: MULTI

DESCRIPTION/JUSTIFICATION: THIS MODIFICATION INSTALLS THE AN/ARC-190(V) HF SINGLE SIDE BAND (SSB) RADIO. CURRENT RADIOS DO NOT MEET THE 1980 REQUIREMENTS FOR CHANNEL SPACING, FREQUENC. ACCURACY AND STABILITY AND PARKHILL COMPATIBILITY THE ARC-123 AND AT-440 HAV_ HIGH LOGISTICS SUPPORT COSTS BECAUSE OF UNRELIABLE TUBE TYPE EQUIPMENTS, LOW MEAN TIME BETWEEN DEMAND, AND OBSOLETE DESIGN ON MANY SUB-ASSEMBLIES STANDARDIZATION OF HF RADIOS WILL PROVIDE SUBSTANTIAL LOGISTICS COST REDUCTIONS

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	1322	50 9	627	25 8	501	20 6	641	30 6	1471	83.3	4562	211.2
BASIS FOR COST ESTIMATE:												
NONRECURRING	22	14 7	5	2 0	3	1.5	3	1.5	6	5.0	39	24.7
KITS	1300	22.4	622	16 5	498	14 2	636	23.2	1465	61.6	4523	137 9
DATA		10.0		3 2		1.5		3.0		5 5		23.2
TRAINER		1 8		3.2		2 1		2.0		6 6		15.7
SUPPORT EQUIP		2.0		9		1 3		9		4.6		9 7
TOTAL	1322	50 9	627	25 8	501	20 6	641	30.6	1471	83 3	4562	211.2

METHOD OF IMPLEMENTATION: INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 12 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO STANDARD CENTRAL AIR DATA COMPUTER, MN-416528

MODELS OF AIRCRAFT AFFECTED MULTI

DESCRIPTION/JUSTIFICATION REPLACES ELECTRO-MECHANICAL/ANALOG COMPUTERS IN A-7, C-141, C-5, F-4 AND THE FB-111 WITH A NEW STANDARD CADC THE NEW COMPUTER USES SOLID STATE SENSORS AND DIGITAL CIRCUITS ITS RELIABILITY/MAINTAINABILITY ARE GREATLY IMPROVED BY PROVIDING CAPABILITY TO PERFORM INTERNAL TESTS TO LOCALIZE FAULTS WITHIN THE DEFECTIVE MODULE

SCOPE OF PROGRAM

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
					508	33 5	685	35 0	1204	73 8	2397	142 3
BASIS FOR COST ESTIMATE												
KITS					508	24 8	685	33 4	1204	70.3	2397	128 5
DATA						2.7						2 7
SUPPORT EQUIP						4 5		1 6		3.5		9.6
SIMULATORS						1 5						1.5
TOTAL					508	33 5	685	35.0	1204	73 8	2397	142.3

METHOD OF IMPLEMENTATION INSTALLATION -- ORG/INTERMEDIATE
LEAD TIME -- 18 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO CLASSIFIED PROJECTS

MODELS OF AIRCRAFT AFFECTED MULTI-AIRCRAFT

DESCRIPTION/JUSTIFICATION. THESE FUNDS ARE REQUIRED TO PROVIDE FOR THE MODIFICATION OF VARIOUS AIRCRAFT AND AIRBORNE SYSTEMS USED IN CLASSIFIED MISSIONS, WHICH BECAUSE OF THEIR SENSITIVE NATURE REQUIRE THE APPLICATION OF SPECIAL MANAGEMENT AND SECURITY SAFEGUARDS SPECIAL JUSTIFICATIONS ARE PROVIDED THROUGH CLASSIFIED INTELLIGENCE CHANNELS

SCOPE OF PROGRAM.

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
		325.9		118 1		169 5		262 8		556.6		1432.9
BASIS FOR COST ESTIMATE												
CLASSIFIED		325.9		118 1		169.5		262.8		556.6		1432 9
TOTAL		325 9		118 1		169 5		262.8		556.6		1432.9

METHOD OF IMPLEMENTATION: INSTALLATION -- ORG/;INTERMEDIATE
LEAD TIME -- 0 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION: AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO. SPECIAL SUPPORT PROJECTS

MODELS OF AIRCRAFT AFFECTED:

DESCRIPTION/JUSTIFICATION: PROJECTS DETAILS ARE CLASSIFIED.
SCOPE OF PROGRAM:

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
						181.1		175.5		164.6		521.2
BASIS FOR COST ESTIMATE:												
AIRCRAFT						181.1		175.5		164.6		521.2
TOTAL						181.1		175.5		164.6		521.2

METHOD OF IMPLEMENTATION: INSTALLATION -- DEPOT
LEAD TIME -- 0 MONTHS

MODIFICATION OF AIRCRAFT
FY-85 PROGRAM

FY-85 APPROPRIATION: AIRCRAFT PROCUREMENT, AIR FORCE

MODIFICATION TITLE AND NO: CARGO CONVERTIBILITY, MN-3080

MODELS OF AIRCRAFT AFFECTED: CRAF

DESCRIPTION/JUSTIFICATION: PROVIDES FUNDING TO ADD CARGO-CONVERTIBILITY FEATURES TO WIDE-BODY COMMERCIAL AIRCRAFT (B-747 AND/OR DC-10). THE MODIFICATIONS INCLUDE THE ADDITION OF A SIDE CARGO DOOR, STRENGTHENED FREIGHTER FLOOR, AND REMOVABLE POWERED CARGO HANDLING SYSTEM. MODIFIED AIRCRAFT WILL BE AVAILABLE FOR DOD USE THROUGH THE CIVIL RESERVE AIR FLEET. THEY WILL SUPPLEMENT OUR ORGANIC AIRLIFT CAPABILITY IN THE EVENT OF A NATIONAL EMERGENCY. THIS MODIFICATION REPLACES CURRENTLY INSTALLED VHF OMNI-DIRECTIONAL RANGE/INSTRUMENT LANDING SYSTEMS (VOR/ILS) TO PROVIDE A CAPABILITY TO READ SIGNALS FROM

SCOPE OF PROGRAM:

	PRIOR		FY-84		FY-85		FY-86		OUTYEAR		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
	3	92.4	3	95.9	4	128.9	8	253.6	2	64.6	20	635.4
BASIS FOR COST ESTIMATE:												
DC-1	1	15.0									1	15.0
B 747	2	77.4	3	95.9	4	128.9	8	253.6	2	64.6	19	620.4
TOTAL	3	92.4	3	95.9	4	128.9	8	253.6	2	64.6	20	635.4

METHOD OF IMPLEMENTATION: INSTALLATION -- CONTRACTOR FACILITY
LEAD TIME -- 18 MONTHS